CBW
Coach and Bus Week
The PSV industry's news weekly • 14 June 1997 • Issue 273

Prescott's blueprint

Integration is the key

Tacho rules

Marksman's second drivers' guide

The ascent of MAN

Hybrid in Stuttgart line up

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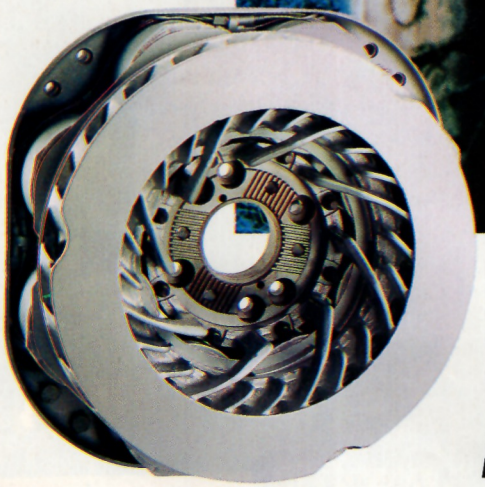

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COACH TOURISM

CBW Coach and Bus Week

Show time is no time for British operators

A BRITISH coach and bus industry journalist at the bar in Stuttgart summed up the UITP Congress in a single phrase.

The UK industry must feel, he said, like a hungry dog looking through the window of the butcher's shop. For the staggering technology on show at every turn is largely unavailable to Britons for a number of reasons which include right-hand drive and passenger numbers... but that's not the whole story.

Take the beautiful lowfloor hybrid bus from Den Oudsten; a masterpiece of styling; smooth curves and friendly lines; bright colours and sheer practicality. The combination was enough to make any modern busman drool.

Each successive visit to a European show confirms that British design in all its forms has lagged behind mainland Europe for some years and, despite some sterling work, the gap appears to be widening. The trouble is, we Brits drool over tradition and manufacturers seem to be using other bus designs as their benchmark.

If we acknowledge, as we must, that our competitor for passengers is not the coach operator down the road nor the next bus at the stop but car in all its forms, we must also accept that it is car styling and car standards of comfort which should be heeded if we are to make coach and bus travel even vaguely attractive.

It is absolutely true that good design adds value, not cost. A GRP moulding with curves to replace square edges, and S-shaped stanchions which arc gracefully to the floor are little more expensive to produce than the unimaginative specification which is commonplace in the UK.

Operators could do more to make their vehicles attractive, too. Paint doesn't have to be red, white or blue, Holdsworths will make cloth to order, and flooring can be produced which directly reflects the rest of the interior.

Some bus operators may, indeed, have a mental block when it comes to art and design, but the public (and those who make cars for them) do not. It is up to manufacturers to decide whether they regard operators or passengers as their customers, and woo the die-hard traditionalists with some common sense.

Meanwhile, as coach and bus technology leaps forward, the vehicles we know today will quickly become archaic. Will it be British, or foreign manufacturers that lead the way?

Mike Morgan, Editor

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events

22 June: 2nd Classic AutoMotion historic vehicle exhibition, Transport Research Laboratory, Crowthorne, Berks. Details from W. Ackroyd, 1 Hawthorn Road, Send, Ripley, Surrey GU23 6LH

23 June: RDS-TMC - The new revolution in driver information, one-day workshop at the Britannia Intercontinental Hotel, London. Details on 0171 453 2700

24-25 June: Transport Telematics, Control and Information systems, conference at Le Meridien Hotel, London. Details on 0171 453 2700

25 June: Enforcement for Quality, CPT UK members-only conference, Queen Elizabeth Conference Centre, Broad Sanctuary, Westminster, London SW1P 3EE. Speakers include VI chief executive Ron Oliver and senior traffic commissioner Brigadier Michael Betts. Details on 0171 240 3131, fax 0171 240 7900

25 June: Noise Pollution — Chartered Institute of Transport conference at The Grosvenor Thistle Hotel, London. Details on 0171 233 7611

26 June: Air Quality — Chartered Institute of Transport conference at The Grosvenor Thistle Hotel, London. Details on 0171 233 7611

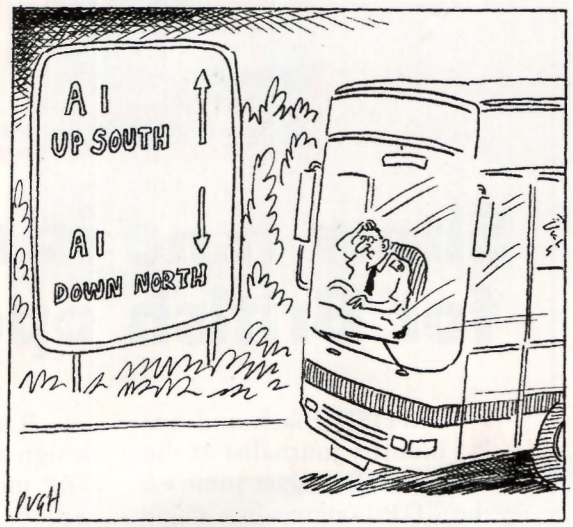
2 July: Economic Development — Royal Town Planning Institute, Northern Branch at Gateshead Civic Centre. Details on 0191 222 7812

9 July: Transport Statistics Users Group seminar, Chartered Institute of Transport, 80 Portland Place, London, W1, 2.30-5pm. Details from Paul Clifford on 0171 603 1618

10 July: Urban Congestion — Chartered Institute of Transport conference at The Selfridge Hotel, London. Details on 0171 233 7611

11-13 July: Mobility Roadshow, Transport Research Laboratory, Crowthorne, Berkshire. Details from Jacqui Jones or Jan Gethings, tel 01344 661010 or 01344 661020. Fax 01344 661009. E-mail: mavis.dot.crow@gtnet.uk.

1-5 September: 25th European Transport Forum Annual Meeting, Brunel University, Uxbridge, London. Details and full copies of call for papers on 0181 741 5993, fax 0181 741 5993



▼ Coach and Bus

Will you get lost?

DYSLEXIC map readers are catered for by a new atlas printed upside down.

Derby man Ashley Sims says the problem most people have is viewing a map while heading south, since the left turns — which most people assume take them west — appear on the right, easterly side of the map. Place names become unreadable when the map is turned upside down: "I challenge anybody to get lost using this map," he said. It's available from bookshops at £8.99

Vehicles will be part funded by Merseytravel

▼ Bus

Mersey LPG trial

MERSEYTRAVEL has agreed in principle to part-fund a trial of 11 LPG buses in the five districts of Liverpool. The arrangement, if approved by the Energy Savings Trust, will see eight purpose-built LPG buses and three conversions given high-profile trials throughout the area, in a bid to woo operators and local councils to adopt gas vehicles.

Merseytravel and EST will jointly fund the premium for gas engines and on-vehicle storage tanks, though the bill for a filling station is expected to be picked up by the fuel supplier. Merseytravel bus services manager Cliff Dallanger said the trials were likely to be on the basis of converting entire routes to LPG, and ensuring that the route used is highly visible and runs through an environmentally-sensitive area.

LPG buses reduce most emissions by 70 per cent, and noise levels by half, giving no visible smoke.

▼ Bus

Hydrogen

Deal with fuel cell pioneer could give

by Mike Morgan

A DEAL with a UK-based fuel cell pioneer could give Wrights of Ballymena access to zero-emission technology for the citybus of the future.

The Northern Ireland coachbuilder is expected to make an announcement confirming an agreement with Zevco (Zero Emission Vehicle Company) which will bring the revolutionary zero-emission power source to the market.

A two-year development programme is geared to giving Wrights the citybus of the future powered by a Zevco fuel cell which combines hydrogen and oxygen to form energy. There are zero emissions because, when the gases come together, they form water.

Zevco's alkaline fuel cell is similar to a battery and is tried and tested in space and submarines. It operates at low temperature using platinum as a catalyst and potassium hydroxide as a liquid electrolyte.

Wrights chief executive, William Wright, said: "It generates electricity by a catalytic chemical reaction rather than merely storing it. The electrochemical reaction transforms hydrogen and oxygen from the air into electrical power and water vapour."

▼ Bus

FirstBus profits up 132%

FIRSTBUS has announced pre-tax profits up 132 per cent to £51 million, and has achieved a bus operating margin of 15.2 per cent.

Turnover was up 55 per cent from £356.3 million to £551.5 million, though it had to absorb £10 million restructuring costs. Property disposal realised £1.7 million.

Overall, the group including its rail companies achieved a 13.4 per cent margin, up from last year's 12.1 per cent, and got profit from Great Western Holdings and from Great Eastern Railway. Bus operations contributed £515.8 million, and £78.2 million operating profit, while £34.1 million turnover and £1.8 mil-

Buses contributed £78.2

lion profit came from Great Eastern.

Extraordinary payments included £4.3 million redundancy payments, £2.1 million to buy out conditions of employment, and £1.9 million for relivery of buses and trains.

"We are moving ahead confidently, and our

lift-off...

Wrights zero-emission technology

Mr Wright says his company has long been interested in electric drive which has the potential for zero emission buses for urban transport.

He said that, while Wrights has no intention of building a chassis, he was keen to be part of a team which supplied a complete vehicle.

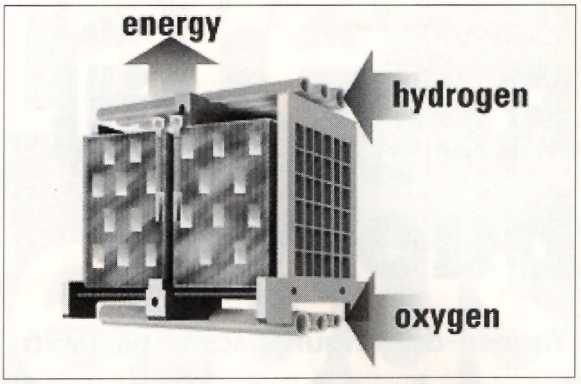
Acknowledging resistance to radical driveline ideas, Mr Wright said the future would be driven by political argument.

Mr Wright ruled out hub motors, saying they are in a bad position. However, two separate synchronised electric motors driving into a portal axle are thought to be a viable option.

Zevco chief executive, Nicholas Abson, praised Mr Wright's vision and claimed that the present high cost of fuel cell technology would be dramatically cut, bringing it on a par with diesel in three or four years.

Mr Abson said Zevco's main activity was in Belgium but the system would eventually be built in the UK.

The fuel cell requires topping up with hydrogen, which Mr Abson says can be piped to customers from suppliers such as Iceland, which plans to convert to a hydrogen economy.



Hydrogen and air in — water and power out

Electro-Chemical Engine

THE Zevco ECE is an Electro-Chemical Engine which provides electricity to motors or on-board batteries. It is totally clean and silent and fuelled by hydrogen — a sustainable and renewable energy source.

The key components of the ECE are the fuel cell and the hydrogen storage system. A Fuel Cell is an electro-chemical device similar to a battery. The electrochemical reaction transforms hydrogen, and oxygen from air, into electrical power and water vapour. Zevco fuel cells are low-temperature (70° C) systems, using platinum and silver as catalysts and potassium hydroxide as the liquid electrolyte. They are generically termed Alkaline Fuel Cells (AFC).

Zevco is developing the technology to produce a combined system which safely and cost-effectively stores hydrogen on activated carbon. An integrated sub-system will extract oxygen from the air.

million to operating profit

expansion strategy is based not only on acquisition in the UK and overseas but on solid organic growth," said chief executive Moir Lockhead. First-Bus now has 22 per cent of the bus market. It has ordered £80 million-worth of buses — 914 vehicles — for delivery this year.

▼ Bus

Guided busway network

NORTHAMPTON is expected to approve a privately-financed, £35 million guided busway network... and another may follow for Nottingham

Consortium, Rapid Transit International, is planning a gas bus operation using specially-made vehicles, and has laid its plans in front of county and borough councils. They will involve an initial $2^1/_2$-mile core section of busway, followed by a further $7^1/_2$ miles costing £35 million to be completed within 10 years.

The scheme uses park & ride on the town perimeter to collect car commuters, who will ride on lowfloor gas buses along converted, disused rail trackbed. It will eventually build into a 'wheelspoke' design which will feature electronic ticketing. Its commuting speed, say its promoters, will not be able to be matched by car.

To pay the bill, the local authorities are planning to bill developers on land which will be served by the network. Its aim is to reduce car use by 25 per cent by the year 2010.

"The vehicle doesn't exist at the moment," said one of RTI's chief executives, Alex Robinson. "The track will be either side guidance or cable guidance, but we've put this aspect of the plan ahead of the vehicle."

Mr Robinson said the consortium, whose main experience is in construction, had drawn on FirstBus for its understanding of the bus market, and had opted to avoid light rail because of high capital cost and lack of flexibility.

He said tram and light rail schemes had the failing that all rolling stock investment must be completed in one deal: "Guided buses can be bought in incrementally," he said.

RTI's task will be to replace the road transport infrastructure with public transport, said Mr Robinson, a chartered surveyor. The operation of the network, using approved vehicles, will be the subject of competitive tendering.

"Northampton is our first project, but we are getting involved in a number of others," said Mr Robinson. RTI has put in a £34 million plan to establish 16 km of core, city centre busways in Nottingham, with a further 11 lines and £85 million investment over the next 20 years to complete the vision.

The futuristic vehicle in the company's proposals is under discussion with a major manufacturer, but is likely to have conventional gas bus technology beneath its skin. CBW

Inside TRANSIT this week

News
An uneasy mixture of investment, co-operation and takeover continues to dominate the UK public transport scene.

In Yorkshire, Mainline has reported a 30 per cent increase in passengers on two express routes following the purchase of new, coach-seated buses. Elsewhere Mainline has teamed up with Tesco in a unique deal on park & ride where Tesco owns the buses. And 12 months of lowfloor bus operation in Blackpool has produced ridership increases of over 22 per cent.

In Merseyside, Cowie is part of the consortium which will design, build and operate the first new trolley-bus system in this country since the war. On the east coast, Stagecoach subsidiary Busways is leading Sunderland's public transport operators in a campaign to improve access to local bus services.

Meanwhile, ambitious Metrobus has taken over another operator in its quest for growth and Stagecoach is limbering up its corporate wallet in New Zealand. Back home, London's Metroline has announced plans to float — despite a relatively puny £37 million turnover.

One of the few sour notes is sounded in Sheffield, where South Yorkshire Supertram has revealed losses of £12.6 million. Still, at least one company is prepared to bid for it.

Feature
Phil White's meteoric career growth has matched that of the National Express empire he now controls. So, what are his plans for the most broadly based and one of the most successful public transport groups in Britain? The group is already heavily involved in coach express services, local bus operation, regional airports, five ex-BR franchises and has begun to look abroad. What is there left to do? He tells all to Andy Jarosz.

Tender results
Who's won what for how much in two shire counties, two PTEs and one Scottish unitary. Analysis and two full pages of detailed tables this week.

Analysis
Since buying London Coaches from LT in May 1992, Pullmans group has prospered through diversification. Last year it upped turnover by 18 per cent and profit by nearly 60 per cent. Full P+L and Balance sheet analysis this issue.

Plus
All the latest job and tender ads and our exclusive analysis of quoted transport stocks. Isn't it about time you got your own copy? Fill out the subscription form on the inside back of this issue NOW!

Don't miss TRANSIT - out this week

In brief

German crash

GERMAN tourists were taken to hospital after their coach was in collision with a caravan on the A46 at Dryham Park, near Bath. Three were taken to Frenchay Hospital, and two others with slight injuries to Royal United Hospital in Bath.

Ride not park

MIDLAND Red North and Stevensons are offering seven days of bus travel in Burton for the cost of five days' parking as their contribution to National Car-Free Day, 17 June. In Tamworth, they're running a Take 2 bus scheme, a £2 fare buying travel for two adults and two children on route 2.

GIFs explained

THE use of geographic information systems (GIFs) in providing interchanges is to be explained to transport planners and operators at a conference. Public transport accessibility measurement can provide answers, delegates will be told on 10 July at University College London. Details from Monique Snelling, 01483 728051.

Cowie support

THE *Great Britain Bus Timetable* produced by Southern Vectis has earned the support of Cowie Group, which will help pay for its distribution to tourist information centres, railway stations and bus companies. Updated three times a year, the latest edition came out on 1 June

Meet Pugh

TRAFFIC commissioner John Mervyn Pugh has set up another seminar for operators on 10 July at the Three Counties Hotel in Hereford. Speakers include Mr Pugh, the administrative officer for the Traffic Area Office, and Vehicle Inspectorate representatives. Contact Ian Taylor on 0121 608 1029 for details.

▼ Coach and Bus

Regs still buoyant

Year-to-date figures same as 1996

by Mark Williams

ALTHOUGH the coach market may be down, a buoyant bus sector has lifted total registrations, the year-to-date totals matching almost exactly last year's performance.

If there's any sign of a shift is sales, it's from coach to bus, with coach deliveries down 16 per cent on last year and bus up 15 per cent.

Double-deck bus sales are still buoyant, with 45 delivered in May, and the prospect of better sales still in the long term as lowfloor variants come on stream.

Single-deck deliveries are holding steady. Coach deliveries will begin to dwindle now the season is upon us, suggesting that the predicted 10 per cent drop at the end of the year could be an underestimate.

Volvo is still in pole position in the year-to-date figures, in everything but bus sales. Here, Dennis' product, chiefly Dart SLF, has pulled ahead by a neck. Volvo's improvement over last year's bus sales in the first five months of the year is plain to see, contrasting with its 32.6 per cent fall in new coach sales.

Dennis' Javelin chassis continues to make progress, lifting registrations by 30 per cent, and DAF Bus has taken the third position in the coach league table from Scania, due chiefly to Ikarus deliveries. Despite eight deliveries in May, DAF remains at the bottom of the bus market share league.

● There's some revealing news in this month's minibus deliveries, with signs of a weakening market.

Total registrations for the year until May are down from 1,027 in 1996 to 638 this year. The figures are missing a large fleet order delivered in 1996, but there appears to be an underlying trend of diminishing sales.

Mercedes-Benz deliveries were 714 vehicles in 1996, but 442 so far this year. Iveco Ford's sales last year to May were 223, but reached 146 at the end of last month. CBW

COACH AND BUS REGISTRATIONS

	May 1997 units	May 1996 units	Year to date 1997 units	1997 %	Year to date 1996 units	1996 %
Volvo	146	148	769	42.8	798	44.4
Dennis	198	151	590	32.9	485	27.0
Scania	19	59	97	5.4	182	10.1
Optare	11	15	92	5.1	89	5.0
DAF Bus	31	22	75	4.2	78	4.3
Bova	8	15	34	1.9	32	1.8
Others	49	28	139	7.7	133	7.4
Totals	462	438	1796	100.0	1797	100.0

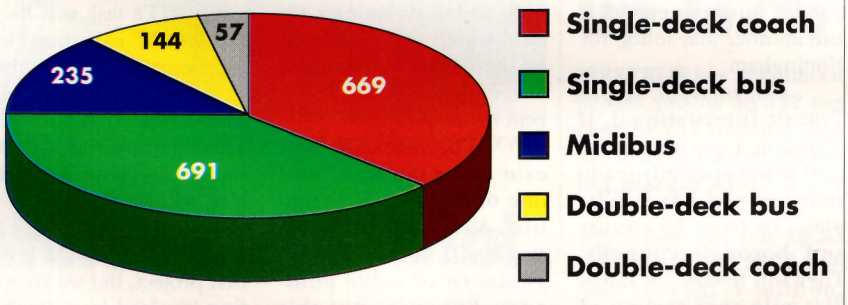
COACH REGISTRATIONS

	May 1997 units	May 1996 units	Year to date 1997 units	1997 %	Year to date 1996 units	1996 %
Volvo	68	93	330	45.5	490	56.5
Dennis	52	34	135	18.6	104	12.0
DAF Bus	23	22	67	9.2	53	6.1
Scania	13	40	59	8.1	94	10.8
Bova	8	15	34	4.7	32	3.7
Others	42	23	101	13.9	94	10.8
Totals	206	227	726	100.0	867	100.0

BUS REGISTRATIONS

	May 1997 units	May 1996 units	Year to date 1997 units	1997 %	Year to date 1996 units	1996 %
Dennis	146	117	455	42.5	381	41.0
Volvo	78	55	439	41.0	308	33.1
Optare	11	15	92	8.6	89	9.6
Scania	6	19	38	3.6	88	9.5
DAF Bus	8	0	8	0.7	25	2.7
Others	7	5	38	3.6	39	4.2
Totals	256	211	1070	100.0	930	100.0

The above table details all vehicles on designated PSV underframes registered last month in Great Britain, Northern Ireland, the Isle of Man and Channel Islands. *Source: SMMT*



Single-deck buses and coaches dominate the UK PSV sales league

DART SLF-based buses like this Rhondda Buses Wrights Crusader have helped Dennis to its market-leading position in the bus sales league so far. This 43-seat vehicle will, says traffic manager Stephen Wren, suit the many short journeys taken on its 20-mile route from Maerdy to Cardiff

Optare ... The bus stops here.

Len Atkinson has the most boring job in the world but he doesn't mind because he's a detail man, which suits us because Optare's a detail company. From the moment the build team starts in our one-stop shop, Len is over their shoulders making sure that the screws are screwed in tight, and the bolts are bolted on right. So that when it comes to the final inspection Len knows, and the build team knows, that the quality and reliability associated with the Optare name will never be tarnished.

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Regional Round-up

▼ Lothian

Overnighter

NATIONAL Express has launched an overnight sleeper service from London to Edinburgh aimed at dominating the student visitor market.

The Overnight Explorer service, at under £30 return, leaves Victoria at 2230 to arrive in Scotland around 0645, and returns with similar timings. Leaflets on the service have been printed in five languages.

▼ Isle of Wight

Vectis move

SOUTHERN Vectis has formed a new industrial division from its Vikoma International oil spillage company and Air Vehicles Ltd, which makes fast-ferry and light-rail seats. Vikoma has recently won two contracts worth £3 million, one of which is for oil skimming machines to go to Western Siberia.

▼ West Sussex

Skills boost

PASSENGER numbers on Skills' National Express London-Brighton contract have doubled in a year. The Nottingham-based operator which set up a Brighton outstation on the basis of the NatEx contract says the three months of operation are showing success: "The coaches are regularly full," said Nigel Skill, md. "The operation is, in all respects, settling in nicely, and is hitting its targets. A limited day excursion programme is being tested, and we have positioned one of our tour coaches in the area for private hire."

Party time

FORMER workers at the Thomas Harrington coach factory in Hove are being invited to a reunion on 22 June at Amberley Museum near Arundel to celebrate what would have been the firm's centenary year. Harrington closed 31 years ago, leaving behind a reputation for quality coaches.

▼ Tayside

Thistle fine

THE transport manager of Dundee operator Thistle Coaches has been fined £1,000 and had three penalty points added to his driving licence in connection with an 18-seat coach which lost two wheels on a school run.

David Jackson, 59, admitted responsibility for using the coach when it was in such a condition as to involve 'danger of injury'. Examination of the vehicle showed worn studs, nuts and washers, the coach having missed its four-weekly check-up because Mr Jackson was ill.

▼ Coach and Bus

School minibuses danger revealed

Twice as many pupils killed in non PSV minis

by Mark Williams

NEW statistics from the Department of Transport show that twice as many school children were killed in non-PSV minibuses as coaches and buses.

For the first time, the DoT has separated school bus transport into vehicle classification, and published statistics for five years, from 1991 to 1995. They show that a small minority of fatalities occur on the journey to and from school, and the majority aboard minibuses on other school trips.

During the five-year period, 22 children died aboard non-PSV minibuses and 11 aboard vehicles with 17 seats or more. Only six of the 33 fatalities were of children going to or from school aboard a PSV. Reflecting dominance of PSVs for home-school transport, only one child was killed aboard a non-PSV.

● THOUGH there was an overall reduction in road fatalities last year, PSVs were the only vehicle category to have achieved a significant reduction. Eleven coach and bus occupants — of all ages — were killed. This figure compares to 35 in 1995, showing a 69 per cent drop.

Serious road injuries were 27 per cent down in 1996, from 800 to 684. Perspective is provided by the overall 3,598 killed on Britain's roads in 1996 — the lowest total since records began in 1926. Of the fatalities, 1,806 were car users, 997 pedestrians, 440 motorcyclists, 203 were cyclists, 124 HGV occupants and 17 were in other types of vehicle.

ROAD CASUALTIES - 1996

	Coach and bus	Car	Pedestrian	Cyclist	Goods	Motorcycle
Killed	11	1806	997	203	124	440
Seriously injured	684	22239	10611	3582	1420	5753
Slightly injured	8643	181232	34773	20749	8914	16851
All casualties	9338	205277	46381	24534	10458	23044

▼ Bus

Tesco starts park & ride

TESCO Supermarkets and Mainline of Sheffield have joined up for a unique deal on park and ride and shoppers' services, where the supermarket company has purchased two new £90,000 buses, and the operator has a nominal vehicle rental agreement to operate them on Tesco's behalf.

Mainline has procured the 36-seat lowfloor Wright-bodied Volvo B6LE buses, which are painted in Tesco's own colours, and operates them alongside similar vehicles from Olive Grove garage.

Tesco is responsible for all publicity and marketing and has built a minibus station at the edge of its car park, where £2 daily tickets are sold, and car park security staff are based. The initiative follows a PP13 planning condition insisting on the provision of additional public transport, attached to the establishment of its new store on Abbeydale Road, Sheffield.

The park-and-ride service operates in the peaks from Monday to Friday and all day Saturday. Free shoppers' services are operated between the peaks on fixed routes, with different estates being covered on alternate days.

Store manager Julia Shaw said the free bus services had already proved popular.

"To a large extent, this is down to the regular Mainline drivers, who have quickly developed a rapport with the customers."

Lowfloors are Tesco owned, Mainline run

Tons more for tonnes *less*

Smooth-riding, easy-access, low-floor Dennis buses attract **tons more passengers and tons more revenue** - ridership figures prove it.

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▼ Coach and Bus

Prescott backs road rationing

Ministerial team looking at all the issues

John Prescott: 'need for integrated policy'

by Mark Williams

DEPUTY prime minister John Prescott backed 'road rationing' as a major plank of the Government's integrated transport policy, to be the subject of a White Paper in Spring 1998.

Speaking at a conference for World Environment Day, Mr Prescott said: "For too long, there has been an unco-ordinated approach to transport infrastructure and services

"Transport decisions need to be integrated with the wider planning system and the way we and our children aspire to live and work in the future."

A ministerial team chaired by Gavin Strang is to examine all the issues, said Mr Prescott: "We are determined that this review will be conducted in a consultative way, so that those with an interest in transport have the chance to give us their views and, wherever possible, become involved in the development of policy."

The conference heard that six extra deaths a day are caused in London when pollution rises above background levels, and Mr Prescott said he was determined to win over car users to bus travel to solve that problem, whether the solutions were unpopular or not: "We must have the courage to face up to them," he said.

If car users took 10 minutes longer to reach work and, while queuing, saw buses moving freely, they would be persuaded to leave their cars behind, he said. To get to the conference, Mr Prescott travelled by London Underground.

TWM's Phil Bateman: 'It's early days yet'

His comments drew a positive response from the Confederation of Passenger Transport, which said: "Any regulation to increase the priority for buses is good.

"We are talking to the Government about quality regulation, but we agree with others on the importance of maintaining competition in providing bus services." A spokesman confirmed ongoing, regular talks between the CPT and Government ministers.

However, a week earlier, London transport minister Glenda Jackson said in her answer to a question from former transport secretary Sir George Young that local re-regulation was a certainty, though she would not say on what basis.

"The Government is committed to the proper regulation of bus services at the local level, with partnerships between local councils and bus operators an essential component as part of a balanced transport system. I am examining how best to implement that commitment, recognising that circumstances in London differ from the rest of the country."

But while some operators interpreted her comments as referring solely to Quality Partnerships, others believed them to be deliberately ambiguous.

Travel West Midlands, whose new fleet of CNG buses was launched by Neil Kinnock, warned the industry against second guessing Government policy until it had been announced.

"It's early days yet," said Phil Bateman, public relations manager for TWM. "The Government's first priority is to set out its vision of a transport policy, and I think it's interested in seeing a response... it's up to operators to get in there and start pitching. Quality partnerships are there to be won.

"I think John Prescott genuinely wants to be a champion of public transport, and operators have some common ground with his views."

Mr Bateman agreed operators should not be happy about regulation by bureaucrats, but said winning passengers by innovation was also a duty of local authorities: "And I think there are times when there needs to be intervention on the margins.

"All responsible operators would like to see a quality threshold upheld, and regulation for better operation."

▼ Coach and Bus

Record number of PSVs registered in UK

A RECORD number of coaches and buses are now registered on Britain's roads.

The 158,000 total is the highest since before deregulation, and has risen by a massive 5,000 vehicles... including not only the 3,656 new full-sized PSVs but PSV-specification minibuses with more than 17 seats.

The 3.2 per cent rise did not eclipse the rise in cars registered — up 4.3 per cent to 22.24 million — but bucked the usual trend for parallel heavy vehicle investment and operation — the HGV stock rose only 0.7 per cent during 1996.

Cars are 85 per cent of all vehicles. Almost 10 per cent are now diesels, and one in five bought new are diesels. More than 10 per cent are company owned. The 2.2 million light goods vehicles form 7.5 per cent of the vehicle parc, there are 421,000 trucks, 739,000 motorcycles, 286,000 agricultural vehicles, 30,000 three-wheelers, 34,000 taxis and almost a quarter of a million specialised vehicles. CBW

▼ Coach and Bus

Pulling in profit

Express and open-top get results

by Andrew Jarosz

PULLMANS Group, the South London-based parent of the Original London Sightseeing Tour buses and the North Kent Express commuter coaches, has posted improved results for its last financial year, with growth in turnover and profits.

Turnover for the financial year ending 31 August 1996 increased by 18 per cent from £10.9 million to £12.8 million, and pre-tax profits rose by 57.2 per cent from £386,000 to £608,000.

The profit margin rose from 3.6 per cent to 4.8 per cent, partly because the 1995 results contained losses associated with the disposal of the unprofitable Atlas Bus and Coach business and tendered route 52 to Metroline, with the operating profit growing by over 16 per cent from £756,000 to £880,000.

Restructuring during the year meant that London Coaches became solely responsible for sightseeing buses in the capital, and all coach and bus responsibilities were transferred to London Coaches (Kent), which operates the commuter coaches into the city.

Performance of the coaching subsidiary improved significantly and made a positive contribution to the current results. This was helped by the acquisition of the North Kent business of Grey-Green, which strengthened LC(K)'s position in the highly-competitive commuter coach market.

The purchase, worth £1.34 million, included premises at Strood, 18 coaches and seven buses.

Nineteen new air-conditioned coaches, costing approximately £2.75 million, arrived in 1996.

A similar number of new vehicles are due this Summer.

CBW Investment included £2.75m in new coaches

Launching X66 are (l to r) councillor Ned Murray; director general of NEXUS Mike Parker, and GAG North East manager Madi Pilgrim

▼ Coach and Bus

CPT backs 'Don't Choke Britain'

THE Confederation of Passenger Transport has published poster and fact-sheet support for this week's *Don't Choke Britain* campaign.

Both the A4 poster and leaflet feature 'baby in an oxygen mask' artwork which gives an emotive air to the two-week campaign.

Both highlight the damage caused by car travel and emphasise not only coach and bus travel's credentials, but those of cycling and walking.

However, there are rumours that CPT feels it was involved in the campaign too late to organise its membership, and it has pledged a more active role in *Don't Choke Britain* when it begins its 1998 planning next month.

The campaign has chiefly involved local authorities this year but in 1998 will have two coach and bus operator representatives which the CPT says will help give the industry more say in the planning and ensure that the campaign's aims are achievable.

Meanwhile, CPT says operators should, even at this late stage, contact their local authority to see what has been organised.

■ Go-Ahead Gateshead launched its lowfloor route X66 as it played its part in the *Don't Choke Britain* campaign (*CBW*, 7 June).

The group has bought 14 DAF Bus SB220GS-based Plaxton buses, six of which will be on X66 and the other eight on Coastline services in North Tyneside.

▼ Coach and Bus

Saved by change to a co-operative

Kime's of Folkingham stays on the road

AFTER 52 years as a family business, a ground-breaking change to a worker-cooperative has successfully kept Kime's of Folkingham on the road.

Managing director Paul Brown was brought in by partners John and Sue Kime at the turn of the year to head up the new venture.

With six months' experience at the helm Mr Brown gives the concept a big vote of confidence, saying it is not only profitable but is progressing plans to redevelop the coaching side of the 19-vehicle business.

by Mike Morgan

Mr Brown had 25 years experience in the industry with Lincolnshire Road Car — latterly as works manager at the NBC engineering centre at Bracebridge Heath. Subsequently he was self-employed, supplying parts to the coach and bus industry. Kime's was one of his customers — a contact that led to his present position.

John Kime said his bold plan to sell shares to the employees and take a back seat from the day-to-day running of the company followed from a desire to concentrate on his other interests — mainly farming. He said: "I wanted to do other things without hurting anybody else."

There are 18 shareholders, including Mr Kime, but no one person has a majority holding. "In essence its a co-operative," said Mr Kime.

Kime's' largely rural territory in south Lincolnshire has dictated a mixed operation running school contracts, local services and private hire.

In recent years the coaching side started to

▼ Coach and Bus

Volvo service boosted

VOLVO has invested £2.75 million to boost its parts and service in the north west.

Manchester Truck and Bus opens its new centre in the middle of one of the UK's fastest expanding commercial and industrial complexes — at Trafford Park, Manchester, complementing the company's operations at Stockport, Kearsley and the former Shearings facilities at Bryn near Wigan.

Located on Fifth Avenue, the new dealership is equipped with 10 drive-through work bays, is an MoT approved testing station, and is manned by 28 skilled technicians offering service round the clock 365 days of the year.

Speaking at the opening this week, Manchester Truck & Bus managing director, Glyn Parker, said the new facility was part of a phased development with a total of £8 million invested so far.

He said the excellent road network into Trafford park would encourage locally-based operators to switch to this depot, creating much-needed capacity at the other.

Glyn Parker: 'switch will help other depot'

Kime's: coaching side will be redeveloped, reversing recent trends

take second place.

However, Mr Brown and his fellow shareholders have plans to reverse the trend.

He said Kime's would be searching out more private hire and would be launching a programme of short breaks later this year before embarking on its own holiday programme in 1998.

Meanwhile, the days of the company's remaining Bedfords are numbered.

Building on his engineering experience in NBC days, Mr Brown prefers heavyweights and is trialling a first ex-MOD Marshall-bodied Leyland Tiger from Eastwoods.

Although 16 years old, this bus has less than 100,000 miles on the clock and, with the stretcher doors taken out in-house, the Tiger has been put to work on local services. More could be on the cards.

▼ Coach and Bus

Agent for Almex

ALMEX has appointed John Groves Ticket Systems as agent for Scotland and some established English customers. "The appointment was made to increase customer awareness of the Almex range among smaller fleet operators, where John Groves has earned an excellent reputation," said a spokesman for Almex.

"We are delighted to be able to offer new Almex ticketing products," said John Groves. "The key to success in the public transport industry is reliable cash control and data collection, and Almex certainly offers these features."

▼ Coach and Bus

Test concession ends

COACH and bus driving pupils will have to sit their theory test before the practical from the end of this month, ending the 'any-order' concession.

Training organisations warned operators that practical tests cannot even be booked without the theory test pass being available, and said the test pass, current provisional licence and approved photographic identification will also be required at test centres.

● DRIVERS now face a two-year 'probationary period' during which six or more penalty points on the licence add up to a temporary ban until they re-sit their theory and practical tests. CBW

HIGH QUALITY LOW MILEAGE COACHES FROM OUR HIRE FLEET

1995 M EOS 90 49R, toilet, air conditioning
1995 M DAF SB3000 WS Van Hool Alizee 'H' 51R/Toilet
1995 M DAF SB3000 WS Auto Van Hool Alizee 'H', 51R/Toilet
1995 M DAF SB3000 WS Auto Van Hool Alizee 'H', 55R
1994 L EOS 90 49R, toilet
1994 L DAF WS3000 Van Hool Alizee 'H', 51R/ Toilet
1994 L DAF SB3000 Van Hool Alizee 'DH', 51R/ Toilet
1994 L DAF SB3000 Int Retarder, Van Hool Alizee 'DH', 51R/Toilet
1994 L DAF HS2700 Auto Van Hool Alizee 'H', 51R/Toilet
1994 L MB230LT Auto Van Hool Alizee 'H', 51R/ Toilet
1993 K DAF SB3000 Van Hool Alizee 'DH', 51R/ Toilet
1993 K DAF SB3000 Van Hool Alizee 'H', 51R/ Toilet
1993 K DAF SB3000 Auto Van Hool Alizee 'H', 51R/Toilet
1993 K DAF SM230LT Van Hool Alizee 'H', 51R Toilet
1992 J DAF SB2305 Duple 340, 57R
1992 J DAF SB3000 Van Hool Alizee 'DH', 51R Toilet
1992 J DAF MB230LB Van Hool Alizee 'H', 51R/ Toilet

BUSES FROM OUR HIRE FLEET

1996 N DAF SB220 Auto, Northern Counties Paladin, 49 str bus
1995 M DAF SB220 Auto, Northern Counties Paladin, 49 str bus
1995 M DAF DB250 Auto, Northern Counties Palatine II, 77 str double deck bus
1995 M DENNIS DART Auto, 10M, Plaxton Pointer, 40 str bus
1992 J DAF SB220 Auto, Ikarus Citibus, 48 str bus

1992 J DAF MB230 LT Van Hool Alizee 'H', 51R/ Toilet
1991 H DAF SB2305 Van Hool Alizee 'DH', 51R Toilet
1990 G MB230LB Van Hool Alizee 'SH', 53R/Toilet
1990 G MB230LB Van Hool Alizee 'H'
1990 G DAF SB3000 Van Hool 'H', 49/Toilet
1989 F DAF SB2305 Van Hool Alizee 'DH', 53R
1989 F DAF MB230LT Plaxton 3500, 51r/Toilet
1989 F DAF MB230LB Plaxton 3500 , 52R
1989 F DAF MB 230LB Plaxton, 51R/Toilet
1988 E DAF SB2300 Van Hool Alizee, 51R/Toilet
1988 E DAF MB230LT Plaxton 3500, 51R/Toilet
1988 E DAF MB230LB Plaxton 3500, 53R

HIGH QUALITY USED COACHES

1995 M MERCEDES 709, Autobus Classique, 25 str, bus seats
1993 K MAN, Jonckheere Deauville, 51R/Toilet
1993 K DAF SB2700 HS, Caetano Algarve, 53R
1990 G VOLVO B10M Plaxton 3500, 49R/Toilet
1990 G DAF DHTD Duple 320, 57R
1990 G SB3000 VAN HOOL ALIZEE DH,51R/toilet, air con
1989 G SCANIA K113 Van Hool Alizee 'SH', 49R/ Toilet
1989 F SB3000 VAN HOOL ALIZEE DH, 51R/toilet, air con
1989 F VOLVO B10M Van Hool Alizee H, 53R
1989 PP BOVA FUTURA FHD, 49R/Toilet
1989 SB3000 Plaxton 3500, 51/Toilet
1988 VOLVO B10M, Plaxton 3500, 49R/Toilet
1988 PP BOVA FUTURA FHD, 49R/Toilet
1988 E DAF SB3000 Van Hool Alizee 'DH', 51R Toilet
1988 E SB3000 Van Hool Alizee SH 49R/Toilet
1987 E DAF SB2300 Plaxton 3500, 53R, air conditioned
1987 D DAF 2300 Van Hool Alizee 'H', 49R/Toilet
1987 D VAN HOOL T815 51/toilet

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▼ Bus

Committed to lowfloor

Bluebird buys five with PTE support

BLUEBIRD of Middleton is the 10th Manchester-based operator to embrace the lowfloor concept with help from the Greater Manchester Passenger Transport Executive, which has contributed £14,000 per vehicle in return for a seven-year commitment to operating the vehicles.

Four 10.2-metre 32-seat Wrights Crusader-bodied Dennis Dart SLFs have been bought for Bluebird's commercial 112 group of services from Manchester Piccadilly to Middleton and Langley Estate. A fifth SLF due in September is for tendered service 276 between Charlton and Trafford Hospital - the first GMPTE conversion of a mini route to full-size through passenger growth.

Mike Dunstan, director and general manager of the 36-vehicle company, said lowfloors fitted with bonded glazing were ruled out because the company averaged seven broken windows a week, so did not want the additional downtime.

Sky blue: Manchester standard but Bluebird identity inside and out

by Mike Morgan

As FirstBus Greater Manchester runs large numbers of Wrights-bodied buses, this style of bodywork is rapidly being seen as the standard Manchester bus. However, the Bluebird livery is enhanced in the interior with sky blue handpoles as a token of Mr Dunstan's support for Manchester City.

Meanwhile, Bluebird is about to have a second Leyland Leopard rebodied by East Lancs and has bought its first double deckers — two Metrobuses and a pair of Atlanteans refurbished for school contracts. CBW

Glass act: master glass-blower Ian Hill prepares to greet visitors

▼ UK

Window of opportunity

GROUPS touring the West Country will find things should become crystal clear on a visit to a new £500,000 attraction in Plymouth.

The Barbican Glassworks, which is being operated by Dartington Crystal, is in the city's old Victorian fish market, alongside the historic Barbican harbour and across the water from the site of the new National Marine Aquarium. Visitors will be able to see demonstrations of glass-blowing and tour an exhibition that traces the fishing and trading history of the city. Admission is free. The new glassworks is the first tourism development in the Barbican regeneration programme.

Eric Dancer, md of Dartington Crystal, said: "We have helped restore and enhance a site of international importance. It will attract visitors and local people to an area of Plymouth that has long been popular with tourists." More information from Tessa Whittingslow, at Dartington Crystal, on 01805 626262.

▼ UK

Decision on sale of

Management buyout 'only alternative'

by William Golden

A FINAL decision on the sale of Wallace Arnold Tours could be made in the next couple of weeks by the board of the Barr and Wallace Arnold Trust (BWAT).

The long-running saga began in January when Shearings Holidays, its Lancashire rival, made a bid for Wallace Arnold. The deal seemed to be on the point of being finalised when the board surprised the industry by issuing a statement inviting offers for its Leisure Division "in the light of substantial commercial interest." (*CBW*, 10 May).

However, the statement also stressed that negotiations between BWAT and Leisureplus, the holding company of the Shearings group, would continue. At the time of the announcement, the board said that the renewed interests were coming from sizeable companies.

A month down the line, it is understood that the board has received all the bids and the only alternative to the Shearings offer appears to be a possible management buyout headed by Robert Barr, the Leisure Division chairman, and md Ken Meddes.

Any management buyout would appeal to Wallace Arnold employees, who have mounted a vigorous campaign against the Shearings offer. They have claimed it would lead to the disappearance of the Wallace Arnold brand, resulting in up to

▼ UK and Europe

Price pledge as Summer capacity increased

STRONG sales in the early part of the Summer season have prompted Shearings Holidays to increase capacity by five per cent at key European destinations in August and September.

And the UK's largest holiday coach operator has pledged that the increase in demand will not lead to any price increases.

The extra capacity has been put on tours to Austria, Poland, Belgium and Italy and it means that Shearings' total Summer capacity - including its UK programme - is more than 260,000 holidays.

Brian Hawe, European commercial director, said: "Sales have been pleasingly buoyant with the strength of demand encouraging us to add a sizeable slice of capacity at key destinations.

"However, we have no plans to exploit favourable marketing conditions by upping prices through the back door."

● Employees of Leisureplus, the holding company of Shearings Holidays and its associated businesses, are set to secure a stake in the group through the launch of an employee share ownership scheme.

Offer documents were issued last week to all 1,100 permanent staff, with the minimum subscription for the ordinary shares set at £250, and subsequent shares available in £50 blocks.

The document reaffirmed Leisureplus's commitment to future expansion, noting that key strategies would include maximising return on assets; developing the product range for the 50-plus market; and adding UK hotels to its existing 33 property portfolio.

John Slatcher, Leisureplus chief executive, said: "We have a committed workforce and this offer represents an excellent opportunity for employees to have a financial interest in the development of the business."

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time WA

to Shearings offer

1,000 job losses. The figure has been dismissed as wildly exaggerated by John Slatcher, chief executive of Leisureplus, who said that Shearings was committed to running Wallace Arnold as a separate operation.

The Shearings bid is worth around £30 million and backed by NatWest Ventures, which has a major equity stake in Leisureplus. Wallace Arnold's Gelderd Road site is not included, which would not present a problem because Shearings has its own operational site at Normanton.

A rival bid would incur extra cost by having to find alternative premises and there remains the possibility of any funding being contingent on job losses at Wallace Arnold.

Bearing up: Redcoats and mascot Billy Bear celebrate in Minehead

▼ UK

Record year for holiday Express

A RECORD 80,000 holidaymakers travelled on National Express services to Butlin's holiday camps and hotels last year and the scheduled coach operator is planning to build on that success this Summer.

It is offering direct, dedicated services to all six Butlin's Holiday Worlds from towns and cities across the country.

These will be run alongside services to Butlin's Holiday Hotels at Scarborough, Llandudno, Blackpool, Brighton, Margate and London.

Examples of standard adult return fares are £11 from London to South-coast World, in Bognor Regis, and £24 from Cardiff to Somerwest World, in Minehead. Passengers who book holidays more than 21 days in advance qualify for discounted fares through Butlin's Travelsaver deals.

Graham Davies, corporate business manager for National Express, said: "Services to Butlin's Holiday World are our most popular and our agents know that our passengers - many of whom are slightly older - feel more secure travelling by coach because of the friendly and efficient service. CBW

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WEATHER

City	Average temperature last week	City	Average temperature last week
Amsterdam	20C/68F	Madrid	16C/61F
Athens	25C/77F	Oslo	18F/64F
Berlin	21C/70F	Paris	24C/75F
Brussels	23C/73F	Rome	25C/77F
Dublin	17C/63F	Stockholm	18C/64F
Lisbon	21C/70F	Vienna	20C/68F
Luxembourg	22C/72F	Zurich	21/70F

DIESEL PRICES

AA Out and About with AA Roadwatch

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling
Austria	0.50	Luxembourg	0.40
Belgium	0.48	Netherlands	0.48
Eire	0.55	Norway	0.67
France	0.49	Portugal	0.42
Germany	0.48	Spain	0.43
Greece	0.40	Sweden	0.54
Italy	0.55	Switzerland	0.55

HOLIDAY POUND

Country	Currency exchange rate	Country	Currency exchange rate
Austria	19.31 Sch/£	Italy	2,716 Lire/£
Belgium	56.69 BFr/£	Netherlands	3.075 Gld/£
Denmark	10.51 K/£	Norway	11.36 NKr/£
Eire	1.05 Punt/£	Portugal	276.75 Es/£
France	9.23 F/£	Spain	230 Pta/£
Germany	2.74 DM/£	Sweden	12.40 SKr/£
Greece	439 D/£	Switzerland	2.85 SFr/£

For all your tourism and travel ideas see *Coach Tours & Excursions*. 01733 467048

▼ Maintenance

Authorisation cut

A DISQUALIFIED driver employed by ABL Mini Travel had obtained a duplicate of his driving licence before his disqualification which he had then produced to the firm, it was claimed at a Leeds disciplinary inquiry.

Brian Mains and Robert Richardson, trading as ABL Mini Travel, of 6 Horden Road, Billingham, Cleveland, had been called before North Eastern traffic commissioner Keith Waterworth because of concern over their maintenance record and over allegations that a disqualified driver had been found driving one of their minibuses carrying special needs children (*CBW*, 10 May).

DoT vehicle examiner Roy Chapman said he had carried out a maintenance investigation in February following the issue of an immediate prohibition to one of the firm's vehicles in January.

He examined one vehicle, issuing it with a defect notice. It was not possible to carry out a full examination as the vehicle was undergoing extensive repairs. Many of the inspection records were not fully completed, signed or counter signed to indicate the vehicle was roadworthy.

There was no forward-planning system for inspections in force and the driver defect reporting system appeared little used. Inspections were carried out by a mobile fitter at another operator's premises.

However, the partners were in the process of contracting their maintenance out to a commercial garage in Stockton. The January prohibition was issued because the rear doors of the vehicle could not be secured in the closed position by normal means, said Mr Chapman, and prosecution action was to be taken. There was also a loose wheelnut. The driver had signed the prohibition in the name of Robert Richardson, one of the partners. That turned out to be false, the driver being a Trevor Key who did not hold a PCV driving licence.

When the vehicle was presented to the test station for the prohibition notice to be cleared, a variation notice was issued after a further eight defects were found. Mr Chapman said both the firm's vehicles had failed their annual test on initial presentation.

Over the past 3 1/2 years one delayed and three immediate prohibition notices had been issued to the firm's vehicles and there had been two refusals to clear prohibitions. The firm had been sent a warning letter in August 1995 following the issue of an immediate prohibition notice.

DoT traffic examiner Ralph Clegg said that, when he had checked the minibus carrying the special needs children, the driver had given him a false name. The person concerned was subsequently recognised as a disqualified driver. The commissioner was told the driver had also given a false name when later stopped by the police.

In cutting the authorisation on the licence from three to two vehicles, Mr Waterworth warned the firm about its maintenance standards and the need to operate within the law. He emphasised the necessity of carefully checking driving licences produced by drivers. Indicating that, if there were any further problems, the firm's licence could be in jeopardy, Mr Waterworth said he required to see a copy of the up-to-date accounts as soon as they were available.

▼ Maintenance

Hyndburn throws in towel

HYNDBURN Transport Ltd surrendered its O-licence shortly before it was due to appear at disciplinary proceedings before North Western deputy traffic commissioner Jack Levin.

The company, of 140A Blackburn Road, Accrington, Lancashire, had been called to the inquiry because of concern over its maintenance record. However, its services have been taken over by Stagecoach and North Western Commissioner Keith Waterworth has accepted the surrender of its O-licence.

▼ Licensing

School buses likely to lose

Commissioner metes out

by Michael Jewell

THE proprietor of APS Travel, who had allegedly been using more vehicles than he has authority to operate, has been warned his O-licence is likely to be revoked.

Alec Walker, trading as APS Travel, of Unit 6, Limewood Approach, Seacroft, Leeds, West Yorkshire, had been called before North Eastern traffic commissioner Keith Waterworth at a Leeds disciplinary inquiry.

The commissioner was also considering an application from Mr Walker to increase the authorisation on his international licence from one to five vehicles and to add a new operating centre.

Mr Waterworth said it was his job to ensure the coach and bus licensing system worked. That system required and demanded high professional standards from operators, who were required to run fit and properly-maintained vehicles within the law and not outside it.

DoT vehicle examiner John Fielden said he carried out a maintenance investigation in November following a complaint from a passenger that the saloon of one of Mr Walker's vehicles was filled with fumes. He inspected two vehicles, issuing both with immediate prohibitions.

The defects were of a short-standing nature and, apart from the defects, the overall condition of the vehicles was satisfactory.

The maintenance facilities were only suitable for small vehicles, said Mr Fielden. Mr Walker, who also undertook the maintenance of another operator's vehicles, had said he had the use of facilities belonging to J B Travel at Horsforth but it was subsequently apparent they were no longer available to him. Mr Walker had told him he was negotiating for new premises with adequate facilities for large vehicles.

In reply to the commissioner, Mr Fielden said he understood that the vehicle the subject of the complaint had either been sold or otherwise disposed of.

Mr Walker said the Seacroft premises were only a temporary arrangement and he was negotiating to rent premises in Hunslet where there was parking for eight vehicles and an inspection pit. He maintained he currently still had the use of JB Travel's facilities.

In reply to the commissioner, Mr Walker said he had two double-decked buses and three

APS Travel: wanted to increase

single-deck coaches. The majority of his work was school contract work. He had one registered service which was linked to a school contract.

Mr Walker said he now had a full-time qualified mechanic working alongside him and he no longer did any maintenance for other operators. He had also entered a contract with the Freight Transport Association to carry out monthly inspections. He

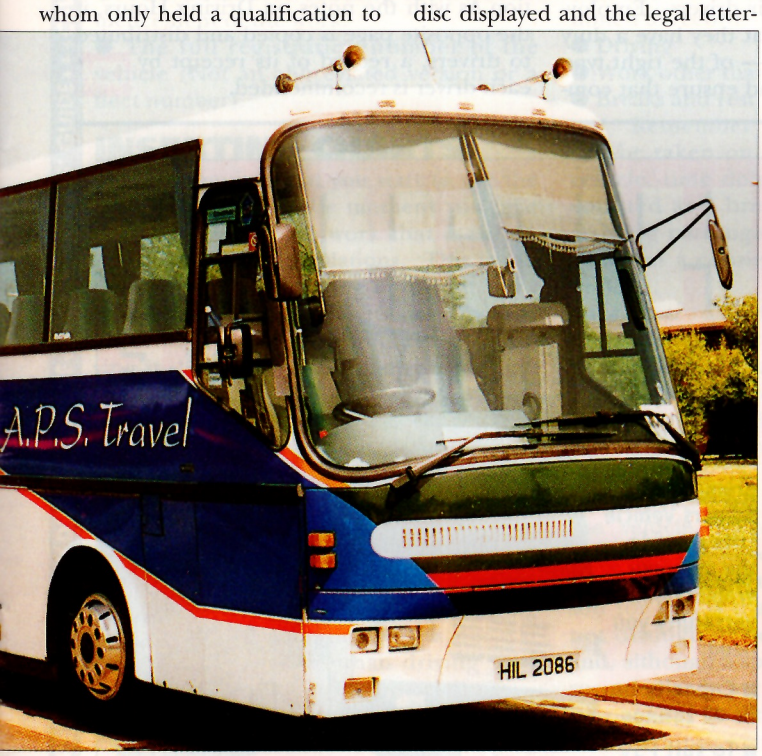
op told he's his O-licence

28-day deadline for production of documents

did not have his maintenance records or the FTA contract with him .

DoT traffic examiner Gerald Docherty said he was asked to investigate the alleged illegal use of vehicles and the alleged illegal driving of manual gearbox vehicles by drivers only authorised for automatic gearbox vehicles.

When he visited APS, Mr Walker produced the driving licences of five drivers, one of whom only held a qualification to



its O-licence authorisation and to add a new operating centre

drive automatic gearbox PSVs. However, one of Mr Walker's vehicles had a semi-automatic gearbox and there was no evidence the driver concerned had driven manual gearbox vehicles.

Mr Docherty said Mr Walker had said he had been working in conjunction with Kellys Executive Ltd and the additional vehicles had been operated under that company's licence. However, he had claimed the authorisation on his own licence had now been increased. Mr Walker held three school contracts, said Mr Docherty. Three vehicles had been observed at St Aidan's School, Harrogate.

One vehicle was displaying an O-licence disc belonging to Kellys and legal lettering in the name of Slates Coaches of South Yorkshire. The driver had said he was employed by Mr Walker. A second vehicle had no O-licence disc displayed and the legal lettering in the name of Hunters Coaches of Leeds. The driver had also said he was employed by Mr Walker.

On 1 November, 1996 a coach was checked at St Aidan's School which was displaying an O-licence disc belonging to Kellys and a board saying the vehicle was on hire to Kellys. There was no excise licence displayed and the legal lettering was in the name of Slates Coaches. The driver had said she was employed by APS.

When interviewed, Kellys managing director Michael Kelly said APS had done the work but he had paid the driver. Mr Walker was subsequently prosecuted for not having the correct legal lettering, being fined £150 and ordered to pay £50 prosecution costs.

DoT traffic examiner Nigel Pollard said that, on 27 January a vehicle checked at St Aidan's School was displaying a faded O-licence disc and an excise licence that had expired in July 1996. The driver was Mr Walker's father Ronald. Further inquiries revealed that the O-licence disc had not been issued to Mr Walker. In February Mr Walker visited the Traffic Area Office and obtained a copy of the disc which had not been issued to him. Mr Walker was being prosecuted for using an O-licence disc with intent to deceive.

On 24 February he had checked a vehicle at St Aidan's school which was displaying an O-licence disc belonging to Kellys and a board saying the vehicle was on hire to Kellys, said Mr Pollard. The driver had said she was being paid by Mr Walker. A second vehicle was displaying an O-licence disc issued to a Wesley Brown. The driver was Mr Walker's father. Neither vehicle had been taxed. When interviewed, Mr Kelly had denied hiring the vehicle in February, said Mr Pollard. He was unable to explain how his licence disc had come into Mr Walker's possession. When Mr Walker was interviewed, he had said the vehicle had been hired to Kellys. Mr Brown had said he'd been approached by Mr Walker to lend him his licence disc. He had admitted allowing Mr Walker to use his disc, saying he had thought it was legal. Mr Brown had since gone out of business.

Mr Waterworth directed that Kellys be investigated by the Vehicle Inspectorate forthwith. Mr Walker said the untaxed vehicles had been back taxed. The vehicle on 1 November had been off the road for six weeks and that was the first day it had been used.

Asked why he had used it when untaxed, Mr Walker said it had been undertaking an emergency contract for Metro. He said his vehicles had been hired by other operators on a self-drive basis and the faded disc must have got mixed up with his own disc. Asked what his relationship was with Kellys, Mr Walker said he used to do their maintenance.

He claimed he had been misled by a traffic examiner, who had led him to believe he could hire a vehicle out to another operator and use that operator's disc as long as that operator paid the driver's wages. He also operated as an agency hiring out drivers to other operators, said Mr Walker. He had not produced the accounts requested by the commissioner as he had just changed accountants.

Refusing to increase the licence authorisation, and banning Mr Walker from registering any more local services, Mr Waterworth said he was not satisfied Mr Walker had the competence or capacity to operate five vehicles.

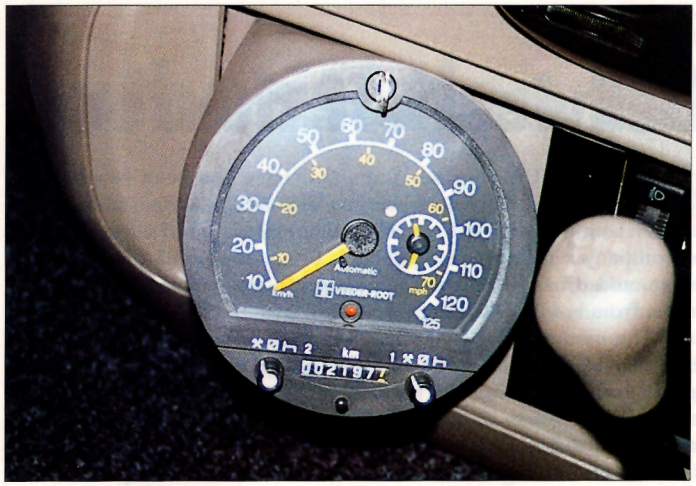
Warning he was contemplating revoking the licence, Mr Waterworth said he was giving Mr Walker 28 days to produce his latest accounts, three months' bank statements, details of any overdraft facility and any documentation that Mr Walker thought he ought to look at in relation to maintenance. CBW

▼ **Licensing**

Bellview off the road

BELLVIEW Coaches Ltd's O-licence has been revoked by Scottish traffic commissioner Michael Betts. In addition, the commissioner has cancelled the registration of a local service the company ran between Clydebank Bus Station and Glasgow City Centre, and disqualified the company and its principle director John Walker from holding or obtaining an O-licence for two years.

The company, of 52 Fulbar Street, Renfrew, had been called before the commissioner at a Glasgow disciplinary inquiry. In revoking the licence, and making the disqualification orders, the commissioner said he did so on the grounds the company no longer met the requirement to be of appropriate financial standing, that it had failed to fulfil undertakings recorded on its licence, and that prohibition notices had been imposed on vehicles owned or operated by the company because of their poor condition.



Employers should not forget their tachograph duties

Second guide for drivers

FOR use in conjunction with the *CBW* Drivers' Guide on EU Driving Hours published two weeks ago, there appears opposite the second Guide, which is about the use of tachographs.

On the following page we have reprinted the instructions to drivers on EU Driving Hours as, on the original page under the heading 'Weekly Rest', a typographical error meant 0001 hrs (one minute past midnight) was referred to as 1am.

Operators should, therefore, re-photocopy this page for their drivers. Employers should not forget that they have a duty to make sufficient discs — of the right type — available to drivers and ensure that completed discs are returned no more than 21 days after use. They then have to be kept for inspection as required for 12 months from the date of use.

The law does not define how they should be filed, eg by vehicle, by driver, or chronologically. In practical terms there may be advantage in filing by driver in chronological sequence as this will aid the monitoring of the return of discs within the 21 days the law allows. Failure to recover used discs within this time-scale is likely to lead to prosecution of the driver and the employer.

Employers should also be monitoring sufficient discs to ensure overall compliance and, if errors are detected, taking such steps as may be necessary to prevent repetition.As with the notes on Driving Hours, if the opposite page is copied and distributed to drivers, a record of its receipt by each driver is recommended. CBW

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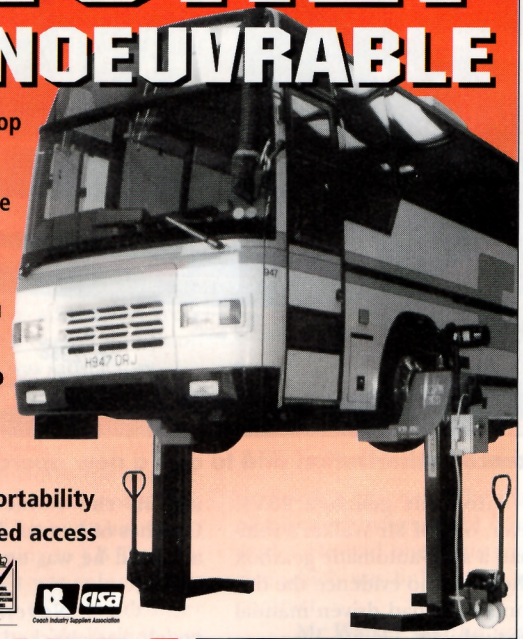

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Produce photocopies of this page for all your drivers and get them to sign for the receipt of a copy

Use of tacho records

PRE-JOURNEY

Make sure that you have sufficient discs, of the correct type for the tachograph fitted to the vehicle to be driven, for the journey to be undertaken. Bear in mind that you may need to replace any disc taken away by an enforcement officer. Do not use a chart that is dirty or damaged.

WRITTEN ENTRIES

Before inserting a chart in a tachograph you must write on it, in the appropriate box:

- Your surname followed by your first name
- The date on which the recorded work commences
- The place at which the recorded work commences
- The odometer reading at the commencement of the work.
- The full registration number of the vehicle (Not an abbreviated version or a fleet number).

INSERTING CHARTS

The law requires that you start to use the record sheet from the moment you take over a vehicle to do work that is within scope of the EU Regulations. This is not the same thing as starting to drive it. Any time doing work on a vehicle (eg, fuelling, walk-round checks etc) preparatory to driving it should, therefore, be recorded on the tachograph chart as work other than driving.

Work which is outside the scope of the EU regulations (eg, a school contract) that is done before any EU work is commenced, and also work connected with a journey 'in scope' of the EU regulations that is performed without taking over a vehicle (eg, a positioning journey using another mode of transport) is, for EU purposes, 'work other than driving' and must count towards the daily work limits.

While there does not appear to be a legal requirement to record this category of work when it is done before the use of a tachograph chart is legally required, failure to do so is suggestive of trying to hide something. Such work should, therefore, be hand marked on the chart as 'work other than driving'. Drivers are responsible to see that the clock is recording the correct time in the country in which the vehicle has its operating base. It should, therefore, remain set at the official UK time throughout a Continental journey.

DURING THE JOURNEY

You must not remove the disc until the end of the daily working period, although this does not preclude opening the instrument to visually check that a recording is actually being made, or to make such observation of the disc as may be necessary to check on compliance with driving, break and rest limits. When a vehicle is multiple-manned the disc of the person actually driving must be moved to the position in which the speed and driving traces are made.

Issued to driver (name)

.....

On (Date).....

Throughout the time a tachograph recording is being made you must ensure that the mode switch is correctly positioned to record:

- Driving
- Work other than driving
- Breaks and rest

Remember that, although a break can be taken on a stationary or moving vehicle, time doing any work cannot be counted as a break (eg, supervising or assisting passengers, loading luggage, or acting as a courier on a double-manned vehicle).

Most rest will not be recorded on a tachograph disc — it will be the gap between recordings. But, where the split daily rest provision is being utilised, the shorter rest period(s) during the day (which must be of at least one hour) will be marked on the tachograph chart.

If these are truly rest (ie, taken off the vehicle, or on a stationary vehicle fitted with a bunk) you should hand endorse the chart to show them as 'rest'. (The reason for this is that the tachograph does not distinguish between rest and breaks and, although a spell without work may be recorded as being an hour or more long, it would not qualify as a rest if all the conditions for rest were not satisfied).

If the tachograph becomes defective you should complete the chart by hand. A defective tachograph has to be repaired as soon as possible and, at all events within seven days — even if the vehicle is away from base on tour.

If you change vehicles during the working day you must note the details of the change on the back of the tachograph chart and continue to use it in the next vehicle if it is compatible with the tachograph. If it is not you have to make manual records on the chart showing driving time, breaks, rest and other work.

AT END OF THE DAILY WORKING PERIOD

At the end of the daily working period the disc must be removed. This may not be when driving finishes if other work is performed. Discs must never be left in tachographs for more than 24 hours. Despite the general rule about not withdrawing discs until the end of the daily working period, if there is any possibility of a vehicle being taken over and used by another driver during the working day, the disc should be taken out and a manual recording made of work, breaks and rest until the disc is again used in a tacho.

When the chart is finally withdrawn at the end of the daily working period you must complete:

- The place at which the recorded work ended
- The odometer reading at the finish of the work

Although there is no legal obligation to do so, you should use the two odometer readings to calculate and complete the distance travelled.

PRODUCTION AND HANDING IN OF DISCS

An authorised officer is entitled to inspect a tachograph disc at any time and may retain it if infringements are suspected. You must also be able to produce, if required to do so, all discs for previous days in the current week and the disc for the last day on which you drove in the previous week. Although it has no legal foundation, some enforcement authorities abroad expect drivers to carry all of their discs for the previous week.

You must, however, observe company rules about handing discs in and NEVER have a disc in your possession for work done more than 21 days previously.

EMERGENCIES

In a genuine emergency a driver can legally depart from the hours rules if doing so does not jeopardise road safety and only enough to get to the next stopping point consistent with the safety of the passengers or the vehicle. When this occurs you must write the reason for this departure from the rules on the back of the tachograph disc.

FALSIFICATION

DRIVERS ARE CAUTIONED AGAINST ANY ACTION DESIGNED TO PRODUCE A FALSE RECORD OF WORK OR DRIVING HOURS. IF DETECTED THIS CAN LEAD TO IMPRISONMENT.

Produce photocopies of this page for all your drivers and get them to sign for the receipt of a copy

AMENDED

EU Drivers' Hours rules

DAILY WORKING PERIOD

The daily working period is a maximum of 24 hours (or 30 hours where a vehicle is multiple manned throughout the driving periods). It is not a calendar day. It is any period, of no more than the permitted maximum time, selected by the driver and his employer to best suit operational needs.

There may be occasions when it is beneficial for the daily working period to be considerably less than the 24 or 30 hours maximum. A daily working period begins when work is done after a daily or weekly rest period has been completed.

This may not always be the time when the previous working day ended as the daily rest period (or compensation attached to it) may well extend beyond the end of the daily working period to which it relates.

DAILY REST PERIOD

Whatever its length, a daily working period must contain a complete daily rest period. During a rest period drivers must have freedom to do as they wish. Any time when you are working or on duty cannot, therefore, count towards daily rest. Daily rest can be taken on a stationary vehicle as long as it is fitted with a bunk, ie, the driver has the freedom to lie down to rest or to relax away from the vehicle.

The normal minimum daily rest period is 11 hours, but this may be reduced to nine hours up to three times in any week. Any reduction has to be compensated before the end of the following week by extending a rest period, or periods, of at least eight hours by the number of hours for which compensation is due.

When daily rest is taken as one block of between 9 and 11 hours, it must be taken at the end of the daily working period. Therefore the maximum 'spread-over' time from starting work until beginning an unbroken daily rest period is 15 hours (ie, 24 minus nine).

As an alternative to the unbroken daily rest period, a driver may split daily rest into a maximum of three parts. None of them can be less than one hour and one of them must be at least eight hours. When rest is split, the total daily rest required increases to a minimum of 12 hours.

The larger block - of eight hours or more - has to form the end of the daily working period. There is no limit on the number of times in a week that daily rest can be split, nor is there any requirement for later compensation. The increase to 12 hours has taken care of that.

This enables time spent waiting during the day to count towards the daily rest and

Issued to driver (name)

.....

On (Date).....

increases the maximum single manning spread-over to 16 hours (24 minus eight). For example, two rest periods of two hours, or one rest period of four hours taken during the day, plus eight hours at the end can comprise split daily rest. Rest taken before any work is done cannot count towards the rest requirements for that day.

When a vehicle is manned throughout by two or more drivers the minimum daily rest required is eight consecutive hours in a daily working period of up to 30 hours. It is, however, not compulsory to work to the multiple manning limits. In some circumstances continuing to work under the single manning rules may be the favoured option.

WEEKLY REST PERIOD

For all purposes connected with these rules the week starts at 0001 hrs (one minute past midnight) on Monday and finishes at midnight on Sunday. In the course of each week one of the daily rest periods must be extended to make it a weekly rest period of 45 consecutive hours.

This can be reduced to 36 consecutive hours when you are working from your home base or to 24 consecutive hours when working away from home. Any reduction has to be compensated before the end of the third week following the week in which the reduction took place by adding all of the shortfall to a single daily rest period of at least eight hours. You are entitled to demand that compensatory rest periods are taken at your home base.

The entire weekly rest period does not have to be taken within the week to which it relates. The normal rule is simply that just some part of it must be within the relevant week. It may, therefore, start in the week before the one to which it relates, as long as it finishes after 0001 hrs on Monday. Likewise, as long as it begins on Sunday, it can relate to that week even though it runs over into Monday. This does not, of course, allow one weekly rest to be counted against more than one week.

However, a driver who is on regular EU work (eg, a shuttle) must have no more than six daily driving periods (see below) between weekly rest periods. The only exception to this is that the gap between weekly rest periods can be up to six days (6 x 24 hours) if the total driving time in that period does not exceed what is allowed in six daily driving periods.

Where a driver is not on regular EU work, the rule is more generous: he must have no more than 12 daily driving periods (see below) between weekly rest periods; again with the exception that the gap between weekly rest periods can be up to 12 days (12 x 24 hours) if the total driving time in that period does not exceed what is allowed in 12 daily driving periods.

Although the basic rule is that a weekly rest has to either start or finish within the week to which it relates, it is permissible to actually postpone a weekly rest and take it in the week following that for which it was due; but this is still subject to compliance with the six, or 12, day maximum period between weekly rests. During the week into which the postponed weekly rest is taken, a weekly rest for that week has also to be taken. In some cases the two weekly rests may join together, but this is not essential as long as the six or 12-day rule is observed.

DAILY DRIVING PERIOD

In any daily working period a driver may not drive for more than nine hours, save that this can be increased to 10 hours twice in any week without any need for a compensating reduction. There is no overall limit on the number of hours driven in one week, but there is a maximum of 90 hours in any two consecutive weeks.

CONTINUOUS DRIVING

After a maximum of 4 1/2 hours driving a break of at least 45 minutes must be taken unless the driver begins a rest period.

As a period of one hour or more can count as a rest period which may form part of split daily rest there may be occasions when it is advantageous to take an hour's rest rather than 45 minutes break.

At the other extreme, it is permissible to split the 45-minute break up into smaller breaks of at least 15 minutes taken during the driving period.

There are two important points to remember when this is done. Firstly, the breaks have to be taken during the relevant driving period. Breaks taken before the driving period started do not count towards the aggregate total of 45 minutes.

Secondly, irrespective of the length of the driving period, once a total of 45 minutes break have been taken, the slate is wiped clean and a new count of 4 1/2 hours driving starts to run.

There is one other exception to this rule that applies only to regular services terminating at certain designated city centre termini (eg, Victoria Coach Station in London and Digbeth in Birmingham). Here a break of 30 consecutive minutes after a maximum of four hours driving satisfies the law.

Flyte of fancy: does this chocolate bar ad do any favours for this London operator?

Is this an apology bar none?

A CURRENT bus advertising campaign for a less-fattening chocolate bar has a slogan which some passengers might misconstrue.

Having perhaps waited an inordinately long time for their bus they might just possibly think it is a bus operator being bold with its apology.

With a destination display showing 'Sorry, not in service' a familiar sight, an alternative option of 'Sorry it took so long' might have a certain appeal to hapless bus drivers caught in horrendous London traffic.

It might just bring some light relief to all concerned... even if no ultimate destination would be on view.

Custom and excess

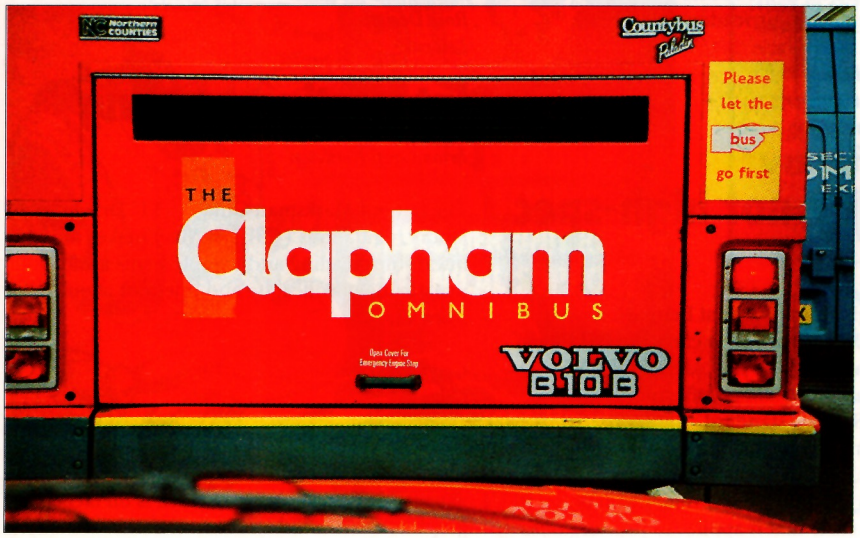
A COACH park, which is just a hop, skip and jump from the seafront at Littlehampton is protected by two signs on the approach road.

Apart from the depiction of a rather quaint coach (or is it a bus?), there is a stern warning for those operators foolhardy enough to be running a vehicle without a current tax disc — a valid display or an excess charge (every visit).

For the vast majority of coach operators, such a stricture must be a welcome sight indeed as it is another means of attacking that minority which insist on cutting corners on costs.

Sign of the times: cowboys unwelcome

Man off the Clapham Omnibus



ALAS, the sight no longer to be seen on the streets of London.

The resurrected Clapham Omnibus is no more.

Launched in 1993 by London General with new Volvo B10B single deckers, the new masters of the company decided to go ahead with the dispatch of the 12-metre buses to pastures new in Oxford. CBW

SJ CARLTON
SECOND TO NONE
BUY – RENT – LEASE

1996 (N) VOLVO VAN HOOL ALIZEE MK III

44 reclining seats, air conditioned, double glazed, centre continental door, toilet, radio/PA, TV, fridge, servery, Telma retarder, drinks machine **MoT 12/3/97**

1992 (J) SCANIA K93CR/273 PLAXTON PREMIERE 3200

53 seats, radio/PA/cassette, double glazed, blinds to side windows, (lap type) seat belts, **MoT 1998 Choice**

1991 (H) VOLVO B10M MK III 273 BHP VAN HOOL ALIZEE

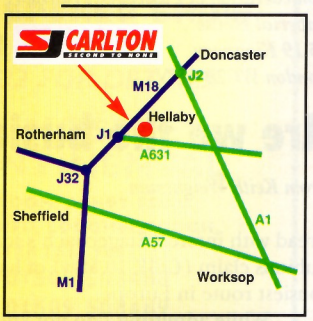
49 seats + crew seat, toilet, servery, fridge, continental door, Telma, radio/PA, cassette, double glazed, (lap type) seat belts, **MoT 6/12/97 Choice**

1992 (J) SETRA TORNADO 215HD

MAN engine, ZF 7 speed gearbox, 49 reclining seats and courier seat, air conditioning, sunken centre toilet, 2 TV monitors and video, radio/PA system, repainted white, **MoT NEW**

1990 (PP) DAF DHS 3000 VAN HOOL ALIZEE

49 seats, 7 speed ZF gearbox, double glazed, radio/PA, livery white/blue. **MoT 15/11/97**



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Hellaby, Rotherham,
South Yorkshire S66 8QL
Telephone: 01709 700600
Fax: 01709 700007

LETTER OF THE WEEK

Do they want business?

From Bob Poynter

Being in the process of planning our tours programme for next year, we contacted one of the big, well-known hotel chains. They produce and distribute a large, glossy travel trade pack brochure and take a stand at the travel trade show — leaving us in no doubt that they want our type of business — or do they?

Our inquiry was for a five-night stay at one of their three-star city centre hotels in October 1998. As the hotel has over 150 bedrooms and our proposed arrival date was some 17 months away, we thought there would not be any problem and, in a sense, we were right — the hotel had availability.

The travel trade executive making the telephone response to our inquiry also went on to say: "Sorry, but a five-night stay, Sunday to Friday, would interfere with our corporate business so we cannot take you." Should the reply not have been: "Sorry, but this is our busy time of year, so the nightly rate will be somewhat higher at £x per person," which at least allows us to make a choice as to whether to accept.

This 'executive' also went on to say: "However, we do have a two-star hotel just a few yards down the road from the one you want and we would be pleased to take you there at the special rate of £x."

Our reaction to that is, if the two-star hotel is not good enough for their corporate business, it is not good enough for our clients.

Perhaps we are being too sensitive about the attitude towards our customers?

Bob Poynter
Director
Wightways Coaches
Sandown
Isle of Wight

Write to: The Editor
Coach and Bus Week
EMAP Automotive Ltd
Wentworth House
Wentworth Street
Peterborough PE1 1DS
fax: 01733 467154
e-mail: FrankF@
automotive.emap.co.uk

Keep those letters rolling in. If requested, we will publish them anonymously, but always include your full name (ie, first name and surname), address and telephone number. And don't forget you can fax or e-mail them to us as well

CORGI CLASSICS

Letter of the week wins this Corgi Classics model bus

Wide of the mark

From David Watson

I think Sean O'Neill's observation (*CBW*, 31 May) that drivers can talk to passengers when road and traffic conditions indicate that it is safe to do so, is a little wide of the mark.

The regulations actually permit spoken remarks by the driver while the vehicle is in motion purely for location identification or emergency instructions.

Obviously Mr O'Neill's point applies in general; the principle is rather narrower.

As to mobile phones, it is essential that no blanket ban will be applied to coach and bus drivers, who must be able to use their mobile phone in case of emergency. Hands free is best, of course, but mobile phones, of whatever type, are essential tools of the driving trade.

David Watson
Director Public Affairs
Confederation of Passenger Transport UK
Imperial House
15-19 Kingsway
London WC2B 6UN

Are we the busiest?

From Keith Weightman

I read with interest Stagecoach's somewhat dubious claim (*CBW*, 10 May) of having the "busiest route in Europe."

While admitting I do not know if Leaside's route 253 is the busiest route in Europe, I do know that it carries more passengers per week than Stagecoach's Q192 and the Kalisz service combined.

Indeed, route 253 carries a staggering 336,000 passengers a week (some 17 million per year).

More importantly, the route is getting busier and patronage is four per cent up on the same period last year.

The route, which runs between Aldgate and Euston via Hackney, London, is also one of the most frequent in Europe, with a bus scheduled to run every two to three minutes during the rush hour.

Some 48 double deckers are needed to meet the peak requirement, giving a seating capacity of 1,074 in each direction per hour. As I mentioned earlier, I really do not know if the route is the largest in Europe but it really is in a different league to the routes quoted in your article. Perhaps your readers can advise?

Keith Weightman
Marketing manager
Cowie Leaside
London N22

Quality not high-spec

From Dick White

I was delighted to hear that Leonard Bassett (*CBW*, 10 May) is proud to carry the BSI Registered Firm symbol on his coaches for it is a fine achievement to obtain certification to the BS5750/ISO9000 standard.

In my previous letter, I did not intend to imply that the Kitemark symbol should not be applied to coaches, merely that, if you do so, it should be clear that it applies to your organisation, not the vehicle (hence the "Registered Firm"). My lack of clarity on this point (it was obviously not a quality letter) does not detract from the main point, which was that quality should not be confused with high specification. Quality is about matching your products to the needs of your customer.

My aim in trying to make that point was to dispel the impression given by various articles in your pages that the way to quality was to raise the specification of vehicles.

The specification of vehicles should be driven by the needs of the market in which they are operated and I would encourage all operators, including those at the "lower" end of the market, to emulate Mr Bassett's achievement.

Dick White
Managing director
Rose Designs
Leicester

Interesting reading

From Geoff Nettleton

The cut-out Marksman Guide to EU Drivers' Hours regulations (*CBW*, 31 May) makes most interesting reading and complements a summary leaflet a colleague and operator acquired from VI.

Geoff Nettleton
Otley
West Yorkshire

■ We have re-printed it on page 22 of this issue, along with the latest guide, which is on tachograph records — Ed

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1995 DENNIS JAVELIN BERKHOF EXCELLENCE 1000, 51 recliners, crew seats, rear sunken toilet, hot water boiler, double glazing, rear continental door, grey interior, soft trim, exterior blue/white/gold, MoT 23/10/97 .....£109,500

1995 DENNIS JAVELIN BERKHOF EXCELLENCE 1000, 53 recliners, double glazing, crew seat, rear continental door, exterior blue/white/gold, MoT 26/11/97 .....£109,500

1994 SCANIA K113CRB IRIZAR CENTURY, 49 recliners, air conditioning, double glazed, sunken toilet, 2 fridges, hot water boiler, drivers bunk, Telma, grey interior, exterior orange, MoT 11/12/97 .....£127,500

1994 MERCEDES 814D OPTARE STARIDER COACH, 29 Fainsa seats, inswung entrance door, rear boot, forced air ventilation, luggage racks, tinted windows, radio/tape/PA, curtains, grey/blue interior, white/blue exterior, MoT 30/10/97.....£45,000

1993 MERCEDES 814D OPTARE STARIDER COACH, 29 Fainsa seats, inswung entrance door, rear boot, forced air ventilation, luggage racks, tinted windows, radio/tape/PA, curtains, interior, grey/blue, exterior white/blue, MoT 10/10/97 .....£43,000

1988 BOVA FUTURA FHD, 49 recliners, crew seat, seat belts to all seats, air conditioning, centre sunken toilet, centre continental door, hot water boiler, fridge, double glazing, Peage window, radio/tape, interior brown/beige, exterior white/green/red, MoT 10/3/98 .....£59,500

1987 (E) SCANIA N112 VAN HOOL, 49 seats, automatic gearbox, power inswing door, double glazed, MoT 28/5/98.....£29,500

1987 BOVA FUTURA, 53 reclining seats, double glazing, radio/tape/PA, wired video and monitor, curtains, drives bunk area, interior red/grey, exterior white/orange/grey, MoT 23/3/98 .....£46,000

1985 DAF SB2300DHS PLAXTON PARAMOUNT 3200, 53 recliners, radio/tape, tinted windows, Telma, splitter gearbox, brown/fawn interior, exterior blue/white, MoT 21/12/97 .....£25,000

1979 LEYLAND LEOPARD DUPLE DOMINANT EXPRESS, 49 seats, semi-automatic gearbox, power doors, exterior silver/yellow/red, MoT 21/1/98 .....£4,000

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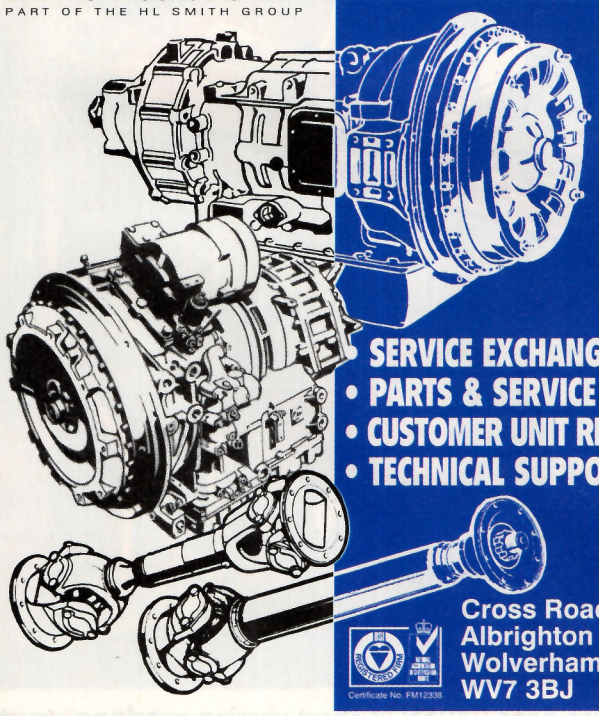

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1989 VOLVO B10 (M) CAETANO ALGARVE 51 seater, grey moquette, o/s rear sunken toilet, continental door, T.V., video, drink's machine, courier seat, finished all white. Private number plate. .....**M.O.T. FEBRUARY 1998**

1989 MERCEDES BENZ 0303 (M) 12M 53 reclining seats (VOGEL), red/orange/yellow moquette, courier seat, rear continental door, tinted side windows with roller blinds, power entrance door with peage window, full SUTRAK air conditioning, carpet to gangway and driver's area, finished all white. .....**M.O.T JULY 1997**

1987 DAF MB 230 DKFL 12M (M) PLAXTON PARAMOUNT 3500 51 reclining seats, brown moquette, rear offside sunken toilet, continental door, wired for T.V., video, water boiler and cool box, tinted double glazed side windows, power entrance door, finished white/red .....**M.O.T NOVEMBER 1997**

1980 VOLVO B58 (M) PLAXTON SUPREME IV 12M 53 seater, red striped moquette, power entrance door, finished in white with lilac relief. .....**M.O.T AUGUST 1997**

1987 DAF LAG PANORAMIC (11.6L 280 BHP) 12M (M) INTEGRAL 49 reclining seats, courier seat trimmed in grey striped moquette, centre sunken toilet, continental door, tinted double glazed side windows, Telma, driver's berth, air conditioned, power entrance door, finished white/red. .....**M.O.T SEPTEMBER 1997**

1989 DENNIS JAVELIN 240 (M) PLAXTON PARAMOUNT 3200 51 reclining seats, grey striped moquette, rear offside toilet, continental door, TV, video, water boiler, power entrance door, finished white/orange/yellow. ....**M.O.T MARCH 1998**

1987 VOLVO B10M PLAXTON PARAMOUNT 3200 53 reclining seats, brown moquette, tinted double glazed side windows, power entrance door, finished white with blue stripes. .....**M.O.T DECEMBER 1997**

1990 DAF SB 2300 (M) 599 JONCKHEERE 51 reclining seats, grey striped moquette, courier seat, centre sunken toilet, continental door, drink's machine to video, double glazed power entrance door, finished white/yellow/orange. . .....**M.O.T JANUARY 1998**

1987 MERCEDES (M) 307D 12 seater, grey/red/orange striped moquette, overhead luggage racks, radio and PA tape, finished all white. .....**M.O.T JANUARY 1998**

1989 SCANIA K93 12M (M) DUPLE 320 51 reclining seats, brown striped moquette, rear offside sunken toilet, continental door, tinted double glazed side windows with curtains, wired for T.V. video and drink's machine, power entrance door, finished silver/blue .....**M.O.T. MAY 1998**

1993 PLAXTON 425 INTEGRAL (M) powered by CUMMINS L10 290 BHP ENGINE TELMA retarder, 53 reclining seats, footrests, armrests to isle, tinted side windows, curtains, centre continental door and steps, courier seat, radio and PA tape, brown/orange moquette, finished white with grey skirt. .....**M.O.T. SEPTEMBER 1997**

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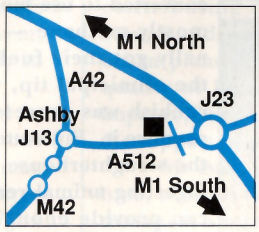

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Stuttgart in Germany hosted this year's UITP Congress and its parallel show, City Transport '97. Mark Williams was there

Rear door is a hint to dual role for Volvo's stainless coach...

Beauty and brawn

VOLVO is among the first European manufacturers to use all 2.55 metres of width now allowed in the EC.

Launching three new dual-role coaches on its B10B and B10M chassis, the Swedish manufacturer is claiming appreciable extra elbow room for passengers. But the real beauty of the trio is, quite literally, skin deep.

The B10-400 inter-urban coaches have all-stainless panelling and frames, allowing an extended body warranty for the central European market at which the three vehicles are aimed. All three are produced at Volvo's plant in Heilbronn.

Though body height of all three is 3.2 metres, floor height is either 860 mm or 1,040 mm, giving four cubic metres and six cubic metres of luggage space respectively. The coaches are designed to attract bus subsidies by having centre or rear double doors intended for long-distance, scheduled routes and can be supplied with air-conditioning and other features.

...and conceals a novel bike park

In the show version of Volvo's Multi, there was a large rear saloon with bicycle racks in which the bikes were suspended vertically.

● Volvo unveiled a 'biogas' bus which now runs on the residue of a slaughter-house.

In the town of Linkoping, 11 buses converted to use biogas — mostly methane — originally got their fuel from the municipal tip, where rubbish was processed to produce it. But better still, the slaughterhouse plant, digesting animal remains, can provide enough fuel for the town's entire fleet of 70 buses.

No-step

MAN unveils latest

A HYBRID diesel-electric bus shown at UITP 1997 in Stuttgart is an intermediate stage in MAN's development of environmentally-friendly buses.

The German manufacturer, which is now second only to Mercedes-Benz/Kässbohrer's EVO-Bus in European bus sales, has hydrogen drives and fuel cells as its long-range target for research but says its hybrid NL223 and 263 models are expected to get takers in 1998, when production begins.

MAN chairman Dr Klaus Schubert admitted that the company made the same prediction for its range of gas buses: "However, various factors which, for us as manufacturers, are difficult to understand have led to our market expectations of natural-gas engines for service city buses not having materialised," he told the press.

The hybrid is as much the result of the newly-designed body and running gear as of engine technology. The NL223 on show offers a stepless floor, with a raised rear section rising over a new rear axle assembly — itself an award-winning, cast design which eliminated 40 parts from its predecessor. The design allows the centre door to be positioned 750 mm further back, and provide a much bigger genuine lowfloor area.

The bus is powered by a 220 bhp or 260 bhp diesel engine driving a 204 bhp generator.

This supplies power, via roof-mounted inverters, to two water-cooled drive motors which occupy the space normally occupied by the gearbox. The benefits are economy and reduced emissions: the diesel motor, running at a constant speed, can stay at maximum efficiency and

Mercedes-Benz 0405N in short version needs no structural

bus a step forward

EC model

regenerative braking feeds power back into the circuit.

Other features in the bus include side-mounted seating to make cleaning easier, and maintenance-free panelling in galvanised steel, GRP and aluminium.

● MAN chief executive Dr Klaus Schubert revealed that German operators have similar problems to their UK counterparts — almost 40 per cent of the bus fleet is more than 10 years old.

● Though MAN's domestic business is dominated by fully-built buses, its export market is for bus chassis, floor assemblies and knocked-down kits. MAN's plant in Turkey, producing 1,000 coaches and buses a year, will be backed up with another production facility being built at Poznan, in Poland, during 1997. Total MAN production of truck and bus was 43,000 vehicles.

No steps in floor of MAN thanks to new running gear design

Bus of steel due for UK

MERCEDES-BENZ' 0405N bus — due in Britain this Autumn — will also be available in its CNG variant.

The all-steel integral vehicle which dominates much of the German bus market was shown in CNG version at Stuttgart. The strength of the superstructure allows the heavy CNG storage tanks to be carried without additional strengthening.

Mercedes-Benz was exhibiting a special, short version of the bus but the model due to be imported to the UK — and have its interior fitted by UVG in Hampshire — is the 12-metre 0405N. Mercedes-Benz UK confirmed that it is on target to launch the vehicle late this year, using interior components sourced chiefly in the UK, and British-style layouts.

● The Mercedes-Benz 0404 being bodied by Hispano for the UK market will reach our shores some time in Summer, said a spokesman. The vehicle — expected earlier — was delayed by the production of an automatic gearbox variant which has already been demanded by UK operators interested in the vehicle.

change for CNG gas tanks

Praise for UITP

IN his parting speech as president of the UITP, former West Midlands Travel executive James Isaac warned the industry to ignore politics at its peril.

Mr Isaac praised executives at the organisation for their work in high places: "The UITP argues the industry's case at the highest level," he said.

"Only if the central role of public transport as a contributing factor to sound and progressive urban planning is recognised and promoted, will the quality of life in our urban centres at last begin to improve," he said. "Public transport stands or falls on the support of politicians."

Mr Isaac announced a new UITP computer database, which is to gather together the most sophisticated transport statistics possible on a worldwide basis to argue the public transport case.

James Isaac: warning

Lean machine: roll control both 'off' and 'on' shows handling advantage of new technology

Rock and roll banned

DAIMLER-Benz is on the verge of launching an active suspension system to counteract body roll.

Though the system is unlikely to reach the UK market for some years, fully-built left-hand-drive coaches may have the system within the next year. It detects centrifugal forces which normally throw the body away from the bend, and provides hydraulic pressure to not only counteract the roll but tilt the bus into the bend like a motorcycle.

So far, Daimler-Benz has been perfecting the Active Body Control system in its experimental coach... the 0404 SHD christened Innovisia. CBW

Snapshots from the show

Italian styling met with practicality in this Breda bus seat, which made use of the grab rails and stanchions to provide body rigidity and support the seats.

The headgear is a 3D virtual reality viewer, and the lady is walking around a cyber-bus. Computers, says exhibitor Stockholm Metrocar, can be used to get the full flavour of interior design before committing it to the factory floor

London Transport took centre stage in Hall 4, flying the flag for its staging of the 1998 UITP Congress. European audiences were keen to hear how LT manages to dovetail public and private sector for the network

This may be the future of driver training — a fully-working truck simulator from KraussMaffei which could also be programmed to simulate coaches, buses and trains, showing 'real-life' images of locations

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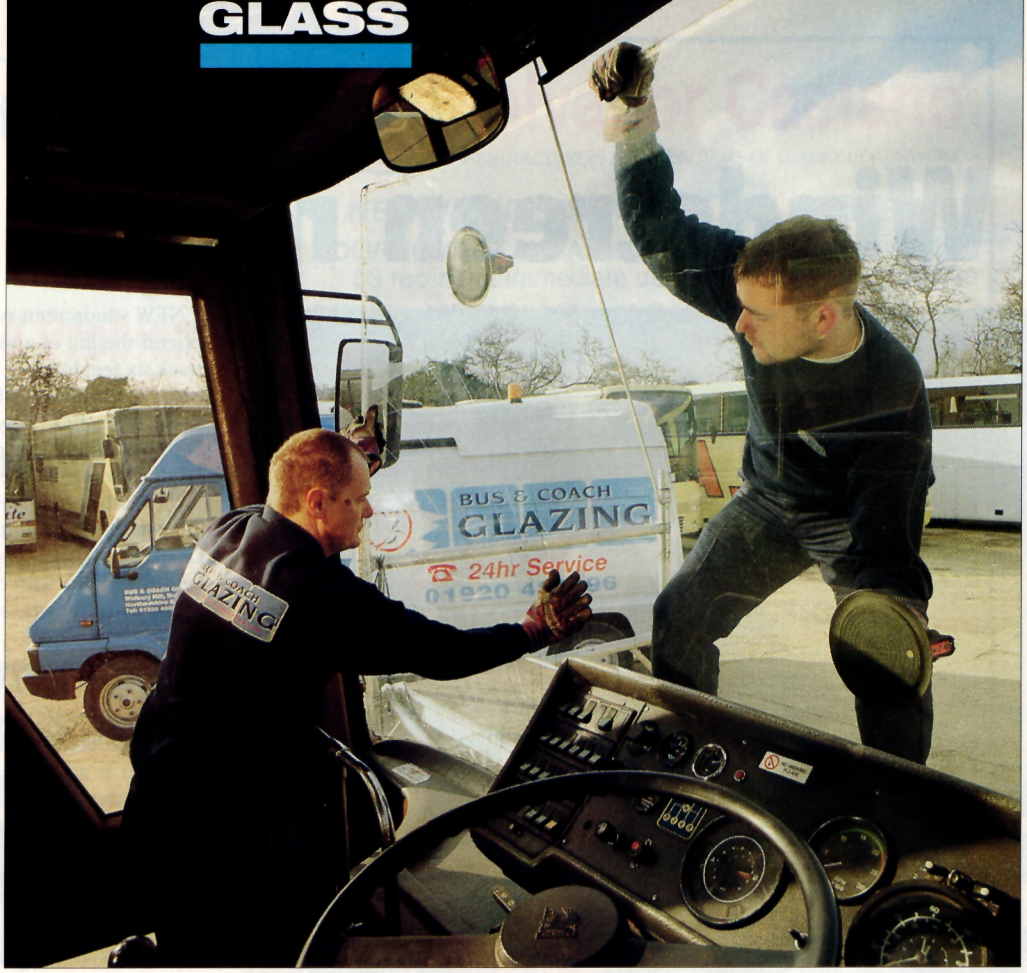
Plaxton has launched its first pan-European glass-fitting service. Mark Williams reports



Customer support improved with a new service in Europe

A touch of glass

PLAXTON'S glass replacement service has gone European, with spares now in stock across the Continent. "We have been listening very closely to our customers," said md of parts and service, Rod May.

"To give our full support and back-up, we felt this would be a good step forward and support our customers when they require glass while travelling on the Continent." Glass-fitting centres which will be delivering a 24-hour, 365-day service are sited in France, Belgium, Luxembourg, Germany and Holland.

They will hold stocks of Plaxton's coach range, and glass for Van Hool, Bova, Jonckheere, Berkhof, Caetano, Neoplan, Setra, EOS, Irizar, LAG and other coaches.

The service has been set up for Plaxton Parts & Service, and Bus & Coach Glazing account holders, but Plaxton service centres can set up an account for operators on demand. Non-account holders will not be able to use the service.

■ Plaxton has used part of its Northern Counties site in Wigan to set up a new Bus & Coach Glazing centre.

The unit, which holds stock not only of Plaxton glass but of most other popular coach and bus makes, is supported by two mobile fitters with easy access to the M6 and M5 corridors. Again, the service is available only to account holders.

To launch the new services, Plaxton Parts & Service has been presenting its benefits to coach operator associations in the north west, and md Rod May says it would be pleased to explain the way it works to any bona fide association: "I might even buy a round," he quipped.

For full details, contact Rod May at Plaxton Parts & Service on 01909 551155, fax 01909 550044.

Plaxton service centres can set up an account for operators

Windscreen repair system

CrackMaster says cracks are rarely same width along length

A NEW windscreen repair system being marketed in the UK can extend the life of a windscreen for £100, even if the problem is a crack six feet long.

CrackMaster of Nuneaton is sole UK agent for the USA-made Ultra BOND system which fills cracks with various resins depending on the crack's position and, says CrackMaster, produces repairs which are stronger than the glass itself.

With windscreens increasingly forming a structural part of the coach, the importance of strong screen repairs is paramount. Cracks, say CrackMaster, are rarely the same width along their length but are wider where the glass is under most stress. At these wide points, strong, high-viscosity bonding resins are needed.

The new system allows differing resins to be used, and by varying the resins, CrackMaster says it can achieve repairs which not only meet MOT standard, but will last at least two years, and are guaranteed a year.

"It is advisable to repair the windscreen before dirt and road grease accumulate in the damage and affect the quality of the repair," said a CrackMaster spokesman. "Early repairs always give the best results."

At present, CrackMaster is providing coverage for the Midlands, Liverpool, north-west London and the Oxford areas, and is training technicians in the south west of England and elsewhere. The current fleet of mobile repairers numbers 15.

"Coach and bus screens are very much our core market," said md Alistair Carmichael. "They offer what we want in terms of repeat business. The product makes most sense on large, high-cost screens so car repairs are not really our target."

Full details of the system and local repairers are available from CrackMaster, on 01203 351414, fax 01203 350870, or repairs can be ordered on the freephone hotline 0500 100881.

Eliminate scratches

ONE of Britain's best-known glass repair specialists, Esprit, is marketing a polishing kit which can eliminate glass scratches.

Esprit Scratch Away uses a 10,000 rpm power tool to progressively remove even deep scoring from screens. The process starts by attacking the scratch with precision-made metal disc in conjunction with ever-finer grades of polishing creams, then gives the final sparkle back to the glass with a special polishing disc.

Esprit is selling the Scratch Away kit, complete, and in a smart tool box, in two forms - as an air tool or electric version. The complete system costs £499 plus VAT.

Further details from Esprit on 01798 813698, fax 01798 813628.

Esprit Scratch Away attacks scratches with a disc

Cutting those cure times

WITH direct glazing extending glass replacement times despite the sterling work of mobile fitters, there is close focus on cutting the 'cure' times for adhesives.

Dinol GB is now supplying single-component bonding agents which take as little as an hour to reach full strength, and two-component adhesives which can be ready to go in half an hour... a vital time saving when a coachload of passengers may be involved.

Dinitrol PUR 500 is one of Dinol's two-hour bonding adhesives, but its latest cousin 501 FC shortens that time to one hour. Another new adhesive, 03 Megafix, is applied warm for faster cure times and is high-modulus, adding extra rigidity.

The king of Dinol's fast-cure adhesives is PUR 502, a two-part adhesive that sets in 30 minutes, and is applied with a standard airline.

CBW Dinol GB range includes fast-cure bonding

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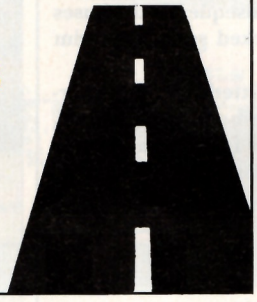

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93 (L) VOLVO B10M – ALGARVE II,
49/53 seats, toilet, double glazed **£112,000**

93 (K) DENNIS JAVELIN – DUPLE 320 SL
53 recliners.....**£72,500**

90 (H) MERCEDES 0303 – PARAMOUNT 3500
48 recliners, toilet.....**£82,500**

90 (G) DENNIS JAVELIN 8.5 – PARAMOUNT 3200
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90 (G) VOLVO B10M – EXPRESS LINER
51 seats, rear toilet, double glazed.....**£82,500**

88 (E) SCANIA K112 – UNICAR ELAN
49 recliners, toilet.....**£49,950**

86 (C) VOLVO B10M – ALGARVE,
49 seats, centre toilet.....**£39,950**

86 (D) BEDFORD YNT – PARAMOUNT 3200
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83 (Y) DAF MB – PARAMOUNT 3200,
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83 (Y) LEYLAND LEOPARD – SUPREME IV
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CAETANO

Golden times for Essex operation

New Algarve II marks couple's fiftieth anniversary

by Mike Morgan

WHEN Fred Leach started his coach business in 1947 his first vehicle was a 20-seat Bedford and he instinctively named the company Harold Wood Coaches after the town in which it is based.

Many things have changed over the last 50 years, not least of which is the inevitable spread of urban sprawl which has merged the Essex town with Greater London.

Although the fleet expanded to 14 during the heady days of the late 1970s, it has stabilised around nine as the business focused on supplying a private hire service to its loyal customer base.

Mr Leach and his wife Vera steadfastly refuse to contemplate retirement, remaining as enthusiastic as ever and have marked their achievement with the purchase of a new coach to mark their golden anniversary.

Registered P50 HWC and carrying commemorative crests, the anniversary coach is a Caetano Algarve II-bodied Volvo B10M and Mr Leach is pictured collecting the vehicle from Salvador Caetano UK at Heather, Leicestershire, having traded-in a similar late model vehicle.

Mr Leach said he had standardised on the Caetano/Volvo combination over recent years. This latest coach is fitted with 49 seats, tinted double-glazed windows, full-draw curtains, centre toilet/Continental entrance, hot water boiler, cooler box, audio and video system, and seatbelts.

ALEXANDER

Four deckers join Coastliner

YORKSHIRE Coastliner's 10-vehicle double-deck fleet is now 100 per cent Volvo Olympian/Alexander Royales with the entry into service of four new coaches on the company's service linking Leeds and Scarborough.

The latest four Royales operate on the Leeds to Scarborough service which runs every 30 minutes between Leeds, York and Malton hourly through to Scarborough. With end-to-end journey time of two hours 40 minutes, Yorkshire Coastliner believes a high standard of comfort is essential. Consequently the buses are fitted with 72 high-backed seats, soft trim interior and tinted glazing.

A luggage shelf is fitted over the rear-mounted engine and the body has a solid, unglazed rear panel which features a map of the Yorkshire Coastliner route network.

The Blazefield subsidiary was the first customer for the Royale in 1993 — other users include Lothian Region Transport, London Central, London United (with air-conditioning for Airbus service) and Kelvin.

MOSELEY IN THE SOUTH

Breakaway

A STRIKING new livery on the latest coach to join the Bluebird fleet has caught the eye of the local public in the operator's home town,Weymouth, says one of the firm's partners, Martyn Hoare.

A new coach presented Bluebird with the opportunity to break away from its traditional blue and orange colour scheme and Mr Hoare said it wanted to do something not

from traditional livery

based on a conventional straight-line theme.

And the splash of colour on base white has certainly worked, according to Mr Hoare who, along with his older brother, Stephen, is the third generation to run the family firm.

Nevertheless, the brothers' parents are still active in the business. Trevor Hoare, 67, joined Bluebird 46 years ago and claims to be the oldest coach driver in Weymouth. His wife, Margaret, runs the booking office and still drives her regular school run.

Bluebird runs 20 coaches — mainly Volvo. It has five execs on its own short breaks and private hire complemented by Continental work for tour companies.

The latest acquisition is its first with air-conditioning and is on tours to Austria all season.

Deals In Brief

Berkeleys buzzing

BERKELEYS Coach Service, the new-start company headed up by Rob Millea (*CBW*, 31 May), has its first coach in the shape of a 53-seat Van Hool-bodied DAF Bus SB3000 from the Hughes DAF hire fleet. This 12-metre coach will be joined by two Autobus Nouvelle 29 seaters. A 51 seater and a further 29 seater will follow as the Hemel Hempstead-based company establishes itself in London's incoming tourist market.

Second new Volvo

GALVINS Dunmanway of County Cork has its second new Volvo B10M GL with Van Hool Alizee HE 12-metre bodywork for the 1997 season. Supplied by Moseley (PCV), the specification includes three reclining seats, Webasto, and additional nearside manual door.

Cresswells' new Bova

CRESSWELLS Coaches of Swadlincote has a new Bova from Moseley (PCV). The coach is an air-conditioned 12-metre Futura FHD 12.330 fitted with 49 reclining seats, sunken centre toilet and Continental door, together with water boiler and fridge.

Deals In Brief

Express delivery

YET another Volvo B10M/Van Hool Alizee for Liverpool-based Express Travel (Holdings) Ltd has been supplied by Moseley (PCV). The 12-metre coach is fitted with 46 seats, two saloon tables, and rear offside washroom. Its chassis specification includes Telma retarder and alloy wheels.

Dew for new Volvo

NEAT positioning of the characters and numbers spells out Dew Boy on a personalised registration plate fitted to a new Volvo B10M/Jonckheere Mistral for Ron Dew and Son of Somersham, Cambridgeshire. Finished in Dew's distinctive green livery, the air-conditioned coach has 51 recliners, fridge, drinks machine and centre sunken toilet/Continental door.

Midis join big 'uns

A PAIR of the latest-generation Toyota Optimos have joined Excelsior of Bournemouth's 58-vehicle fleet which is predominantly Volvo/Plaxton full-size. Supplied by Salvador Caetano UK, the Optimo IV Caetano-bodied small coaches are 18 seaters fitted with courier seat, tinted windows, full-draw curtains, and power entrance door.

WRIGHTS

Deckers out, lowfloors in

EASTERN Counties, part of the FirstBus group, is bidding to carry more shoppers and commuters on one of its interurban route corridors across Suffolk by replacing elderly double deckers and launching a faster service with 10 lowfloor Wright Axcess-ultralow buses on 12-metre Scania L113 chassis.

The new buses run on Superoute 88, a quality partnership with Suffolk County Council, between Ipswich, Stowmarket and Bury St Edmunds. More journeys are routed along the A14 trunk road and, by taking advantage of new bus priorities in Ipswich, the Stowmarket-Ipswich time is cut by a third.

But this is more than a one-for one vehicle replacement. Eastern Counties says market research revealed that more commuters and shoppers would switch to buses if the vehicles offered improved access and comfort and journey times were speeded up.

Michael Payne, Eastern Counties commercial manager, said: "Good quality buses are a prerequisite for good quality services. As well as being more accessible, the Wright/Scania Axcess-ultralow is a stylish vehicle, well suited to high-profile services like Superoute 88 where we want to turn heads and win new customers."

Although the Axcess-ultralow may not be the cheapest bus on the market, Mr Payne says its inherent strength will contribute to low lifetime maintenance costs. Key engineering staff are being given product training on Wright's production line in Northern Ireland.

YEATES

Mistrals keep away cobwebs

LATEST additions to the tour fleet of Vale of Llangollen of Cefn Mawr near Wrexham are three Volvo B10Ms fitted with the new-style Jonckheere Mistral coachwork, and dedicated to Globus Tour work.

VOL has purchased new Jonckheere-bodied coaches for the last eight years and has built up a tour fleet of over 20 coaches, in addition to a local contract fleet of around 25 coaches and buses.

The Globus contract work mainly caters for incoming American tourists, whose itineraries take them all over the UK and Ireland. This year the 49 seaters are the first to be specified with full air conditioning, and join a fleet of up to 16 coaches dedicated to Globus work.

Director of the family firm Mike Roberts said the company had been buying Jonckheere-bodied coaches since 1990, many of them fitted with toilets and serveries. "I like the new Mistral bodywork but it takes time to grow on you," he said.

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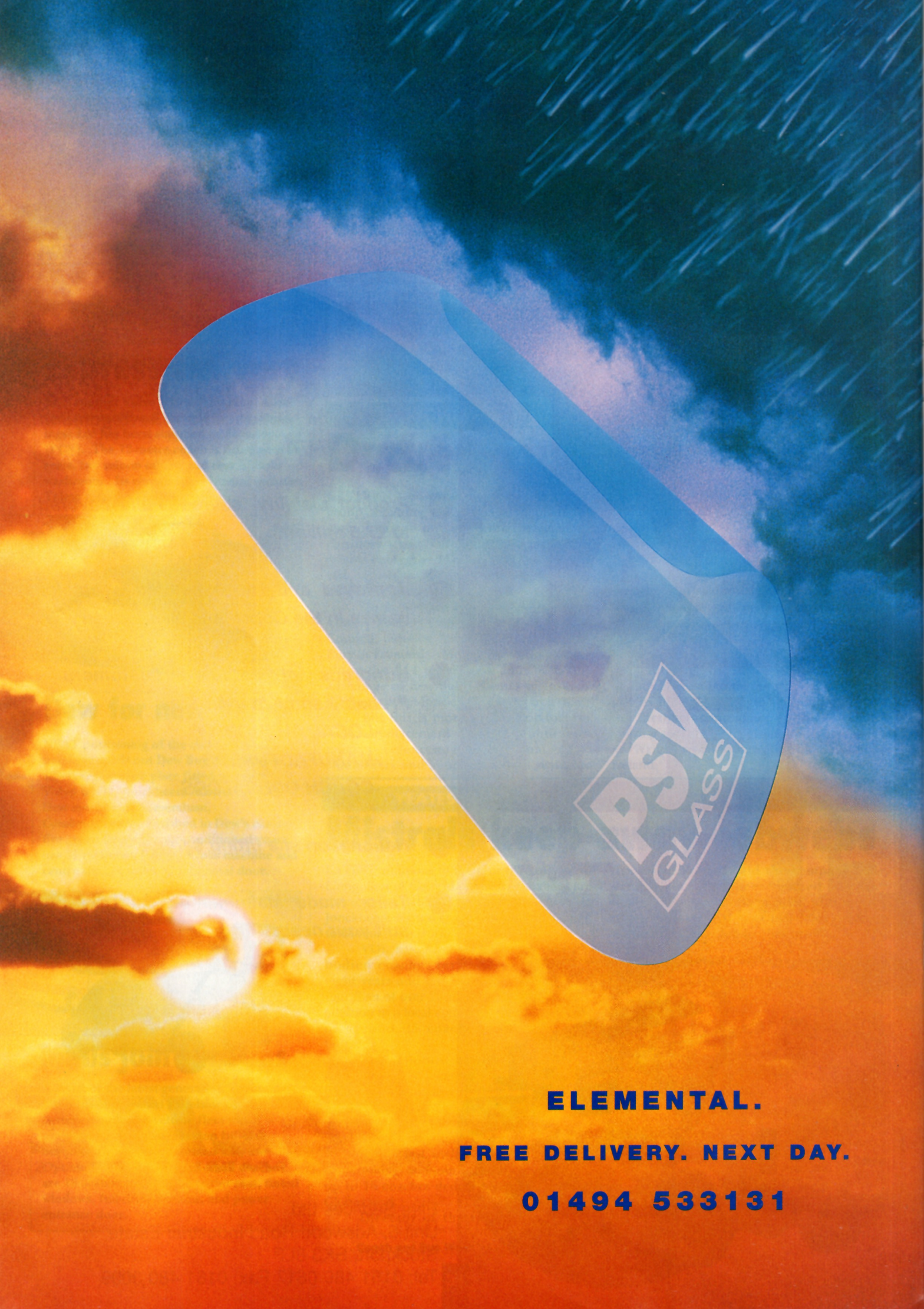
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1980 VOLVO B58 Duple Dominant Express 11 mtr, 53 seats, MoT Sept .....**£7,000 + VAT**

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69338/LE

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1989 (G) MERCEDES 408 15-seater
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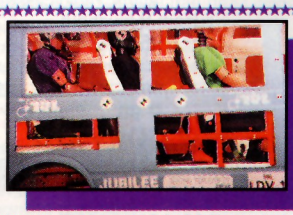

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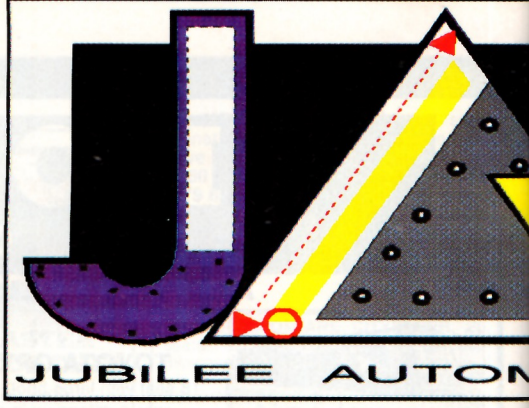

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P RENAULT MESSENGER EURO 2. Turbo Diesel. Luxury 18 seater front entry mini coaches. Side skirts, luggage racks, M2 seats and diagonal seat belts. Rear seats on track. Choice of 2 from **£28,995.**

P MERCEDES BENZ NEW VARIO 711D. Super luxury Executive 24 seaters with rear drop well boot. Coach plug door. M2 seats and belts, side skirts, colour keyed bumpers, luxury interior trim. Arriving any day now. Get your orders in quickly. From **£44,995.**

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E IVECO 49-10. 20 seater service bus. Power door. Robin Hood body. Very tidy, full test. Ready to go. Only **£3,995.**

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P JUBILEE are the leading UK manufacturers of wheelchair accessible vehicles. Our range of AX-S and Liberty buses is huge.
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If you demand quality but insist on economy our Conveyor range is for you. Designed to offer stylish simplicity. The ideal bus for local contracts.

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Our superb 14-16 seater mini coaches are seen everywhere in the UK. These are the vehicles which set you aside from the pack. True quality and luxury.

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32 seats, coach spec
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1994 L MERCEDES 609D. 24 seats, power door, large boot, white exterior.
1991 H IVECO 4910 Mellor coach built, 12 seats/6 wheelchairs, MoT Oct '97.
1991 H TOYOTA OPTIMO MKII, 17/21 seats, demountable toilet, 130,000 miles, MoT May '97
1991 J TOYOTA OPTIMO MK II. 21 seats, tv/video, long MoT.
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1989 TOYOTA OPTIMO MK 1. 21 seats, table, 240,000 klm. Excellent condition.
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1987 E OPTARE CITYPACER 2.5 TURBO, 25 coach seats, power door, white exterior, MoT May '97.
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1996 BOVA FUTURA FHD
49 reclining seats, centre sunken toilet, continental door, air conditioning, drivers bunk. Interior - grey/multi; Exterior - grey/blue/pink. MOT April 1998.

1995 SCANIA IRIZAR CENTURY
49 reclining seats, air conditioning, toilet, continental door, video & monitor, fridge, water boiler. Interior -autumn tint; Exterior - red/orange. MOT May 1998.

1994 BOVA FUTURA FHD
51/55 reclining seats, centre sunken demountable toilet, continental door, double glazed side windows, drivers bunk. Interior - grey; Exterior - white. MOT January 1998.

1994 BOVA FUTURA FLD
53 reclining seats, courier seat. Interior - grey/green; Exterior - green/black. MOT February 1998.

1993 BOVA FUTURA FHD
49/53 reclining seats, centre sunken toilet, seat belts, double glazed side windows, drinks machine, TV/monitor, fridge. Interior - brown/red/orange; Exterior - blue/white. MOT January 1998.

1992 TOYOTA OPTIMO
18 reclining seats. Interior -grey/red. MOT December 1997

1990 VOLVO B10M PLAXTON PARAMOUNT 3500
49 reclining seats, centre sunken demountable toilet, continental door, aircraft style lockers, double glazed side windows. Interior -autumn tint; Exterior -white MOT March 1998.

1989 LEYLAND DAF
16 moquette seats. Interior -autumn tint; Exterior -white. MOT August 1997

1989 DAF SB3000 CAETANO ALGARVE
53 reclining seats. Interior -autumn tint; Exterior - red/white/blue. MOT May 1997

1989 LAG PANORAMIC
49 reclining seats, centre sunken toilet, continental door, wired for video & monitor. Interior -grey; Exterior - white.

1988 CHARISMA
49 reclining seats, centre sunken toilet, continental door, double glazed side windows, air conditioning. Interior -grey/red; Exterior -white. MOT July 1997

1988 VOLVO B10M PLAXTON 4000
65 reclining seats, toilet, water boiler, wired for video/monitor, TELMA retarder, Interior -autumn tint; Exterior -white. MOT March 1998

1987 VOLVO B10M PLAXTON PARAMOUNT 3500
53 reclining seats, continental door. Interior - brown; Exterior - white/maroon. MOT August 1997

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VOLVO VANHOOL BOVA

1987 DAF MB PLAXTON 3500
53 reclining seats, continental door, TELMA retarder. Interior -grey/red; Exterior white/red. MOT November 1997

1986 BOVA FUTURA FHD
49 reclining seats, centre sunken toilet, continental door, Interior -brown, Exterior- white/orange/brown. MOT May 1998

1986 BEDFORD YNV PLAXTON PARAMOUNT 3200
53 reclining seats, power door, seat belts, ferry lift, Webasto pre-heater. Interior- brown/ red, Exterior-white/red/orange. MOT November 1997

1985 SETRA 215D (MERC.V8)
53 reclining seats with arm rests, continental door, courier seat, power door. Interior -blue/pink; Exterior -white/blue.

1985 NEOPLAN SKYLINER
Mercedes engine, manual gearbox, 75 reclining seats, toilet, fridge, water boiler, TELMA retarder. Interior -red; Exterior -white MOT Jan 1998

1985 LEYLAND TIGER DUPLE 340
49 reclining seats, rear sunken toilet, continental door. Interior -autumn tint; Exterior -white. MOT March 1998

1983 FORD R1114/DUPLE DOMINANT IV
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70152/VSG

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1991 J MAN 10.180 Jonckheere Deauville P35, 28/30 seats, Exterior Silver, Red, White & Blue, Interior Grey C/S Moquette, Radio, Pa, Cassette, Wired for TV, Driver Operated Door, Exhaust Brake, Side Locker, Saloon Toilet, Double Glazing, Tinted Windows, Curtains, Crew Seat, Air Suspension, Red Carpet to Gangway, Spare Wheel, 3 Part Screen, Peage Window, Servery at rear. **Ref: 6765**

1991 H Toyota Optimo II Caetano, 18 reclining seats, Exterior White, Interior Grey Moquette, Radio, Pa, Cassette, Driver Operated Door, Retarder, Tinted Windows, Curtains, Crew Seat and Hot Water Boiler. **Ref: 6750**

1990 G Leyland Swift Reeve Burgess Harrier, 39 low back seats, Exterior White, Interior Grey Moquette, Automatic Gearbox, Telma, Driver Operated Door, Destination Gear, Drivers Partition, Luggage/Pushchair compartment. **Ref: 0969**

1995 M Volvo B10M Plaxton Premiere 350, 46 reclining seats, Exterior White, Interior Grey Moquette, Exhaust Brake, Pa, Microphone, Front Wheel Discs, Driver Operated Door, ABS, Pannier Locker, Aircraft Locker, Tinted WIndows, Double Glazing, Curtains, Continental Door, Hot & Cold Water, Tea/Coffee Machine, Servery, Fridge, Drinks Trays on Seats, Magazine Nets, Armrests, Crew Seat, Black Gangway, Toilet and Rapide Spec – National Express. **Ref: 0887**

1995 M Volvo B10M Jonckheere 45, 49/53 reclining seats, Exterior White, Interior Multi Coloured Moquette, Radio, Pa, Cassette, Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Tinted Windows, Blinds, Continental Door and Crew Seat. **Ref: 0119**

1994 L Volvo Mark 4 B10M Jonckheere Deauville 45L, 50/53 seats, Exterior Cream, Interior Brown Moquette, Telma Retarder, Radio Pa, Microphone, Cassette, Front Wheel Discs, Driver Operated Door, ABS, Webasto, Pannier Locker, Rack Locker, Rear Window, Tinted Windows, Double Glazing, Curtains, Seat Belts, Armrests, Brown Gangway and Crew Seat. **Ref: 0977**

1992 J Volvo B10M Excalibur, 49/53 reclining seats, Exterior Cream and Red, Interior Duo Brown Moquette, Radio, Pa, Cassette, Wiring for TV/Video, Wheel Discs, Driver Operated Door, ABS, Telma, Air Conditioning, Side Locker, Toilet, Double Glazing, Webasto, Tinted Windows, Blinds, Continental Door, Crew Seat, Crew Compartment and Hot/Cold Water. **Ref: 6850**

1990 G Volvo Paramount 3500 Low Driver, 48 reclining seats, Exterior Grey, White & Red Interior, Brown Moquette, Radio, PA Cassette, Front Wheel Discs, Driver Operated Door, ABS, Telma, Side Locker, Toilet, Double Glazing, Webasto, Tinted WIndows, Blinds, Continental Door, Crew Seat, Air Conditioning and seat belts to all seats. **Ref: 6863**

1991 Leyland Tiger 290 Plaxton Paramount 3500, 51/53 seats, Exterior White & Red, Interior Grey Moquette, Radio, Pa, Microphone, Cassette, Front Wheel Discs, Driver Operated Door, Drivers' Fan, Courier Fan, Pannier Locker, Rack Locker, Rear Window, Tinted Windows, Curtains, Continental Door, Armrests, Crew Seat and Toilet. **Ref: 0288**

1985 Private Leyland Royal Tiger Doyen, 47 reclining seats, Exterior White & Green, Interior Grey and Green Moquette, Radio, Pa, Cassette, Wheel Discs, Driver Operated Door, Telma, Side Locker, Toilet, Double Glazing, Tinted Windows, Blinds, Continental Door, Crew Seat, Crew Compartment and paper nets. **Ref: 7046**

1989 F Daf 230MB Plaxton Paramount 3500, 49 reclining seats, Exterior Grey & Cream, Interior Grey & Red Moquette, Radio, Pa, Microphone, Cassette, Wheel Discs, Driver Operated Door, Drivers Fan, Tinted Windows, Double Glazing, Curtains, Continental Door, Hot & Cold Water, Seat Belts, Crew Seat and Toilet. **Ref: 0161**

1989 F Mercedes 0303 RHS, 53 reclining seats, Exterior Red and Cream, Interior Red Moquette, Radio, Pa, Cassette, Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Webasto, Tinted Windows, Blinds, Continental Door, Crew Seat and Air Conditioning. **Ref: 6973**

1983 Y Van Hool Astron Man Integral, 50 up and 10 down reclining seats, Exterior Blue and White, Interior Multi Coloured Moquette, Wiring for TV/Video, Side Locker, TInted Windows, Hot/Cold Water, Fridge, Crew Seat, Crew Compartment, Toilet. **Ref: 0209**

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VOLVOS

1994 M VOLVO B10M PLAXTON PREMIERE 350, ZF600, fully auto transmission, 46 reclining seats, courier, rear demountable toilet, servery, double glazing, curtains, radio/PA, one piece rear end. Finished in cream ..... **Choice of 2 £97,000**

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1989 F VOLVO B10M VAN HOOL ALIZEE H, 49 reclining seats, courier, centre demountable toilet, continental door, double glazed, Telma, blinds, radio/PA etc **£72,500**

1988 E VOLVO B10M JONCKHEERE P599, 53/57 reclining reclining seats, courier, d/glazed, radio/PA, repainted white, new test **£62,500**

1984 VOLVO B10M PLAXTON PARAMOUNT 3500, 53 reclining seats, courier seat, d/glazed, radio/PA, retrimmed, new stretch panels, repainted, new test **£37,500**

1983 VOLVO B10M VAN HOOL ALIZEE, 49 retrimmed reclining seats, courier seat, centre sunken demountable toilet, radio/PA, immaculate **£35,000**

1980 V VOLVO B58 SEMI AUTO, PLAXTON SUPREME IV, 53 E-type seats, courier seat, power door, curtains **£10,000**

OTHERS

1995 N IVECO 59/12, Cacciamali, 20 Fainsa seats, Webasto, Sutrak, air con, radio/PA/fridge, boiler, large boot, immaculate **£37,500**

1993 SCANIA K113 PLAXTON PREMIERE 350, 49/53 reclining seats, courier, auto transmission, ZF HP 600, centre demountable toilet, boiler/fridge, double glazing, ABS, Sutrak air conditioning, radio/PA etc, immaculate ..... ~~£92,500~~ **£89,000**

1991 MERCEDES 811, Dormobile bus, automatic transmission, Eberspacher, 29 service seats, 10 standees, tested 11/2/98, repainted white **£16,500**

1989 G MERCEDES 609, M2M, 24 seater, tables, repainted white, racks, curtains, new test **£12,500**

1988 BOVA FUTURA FHD, 49 reclining seats, courier seat, centre sunken toilet/continental door, d/glazed, Sutrak air conditioning, fridge, boiler, radio/PA **£59,500**

1976 BEDFORD BJK DUPLE, 29 seater, new test **£2,500**

1987 LAG PANORAMIC, 49 retrimmed reclining seats, courier seat, centre toilet with continental door, d/glazed, Telma, radio/PA, repainted white ..... ~~£45,000~~ **£42,500**

1985 PP DAF MB200 PLAXTON PARAMOUNT 3500, 49 retrimmed reclining seats, courier, rear sunken toilet, continental door, boiler, radio/PA, provision for TV ..... ~~£27,000~~ **£25,000**

1983 LEYLAND TIGER 245 PLAXTON PARAMOUNT 3500, 49 reclining seats, courier, semi-auto, rear sunken toilet, radio/PA, new test **£22,500**

1982 BEDFORD DJK 330 DUPLE DOMINANT, 29 retrimmed seats, P.O.D., clean ..... ~~£6,000~~ **£5,000**

1987 MERCEDES 609 ENSOR, 19/16 Fainsa seats, tables, carpets, racks, PS, large drop boot, clean **£12,000**

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BEDFORD
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1989 Leyland Swifts, Reeves Burgess Harriers, coach seats, power door, boot, 1x 35 seats, 1x 37 seats, repanelled and painted white, Cummins turbo engines, Allison auto gearboxes, test March 98
1988 Mercedes 709D Wadham Stringer coachwork, auto gearbox, 25 retrimmed bus seats, power door, test Nov
1985 Mercedes 608D, 21 coach seats, luggage racks, soft trim, tinted glass, slam door, private plate, Nov test
1987 MCW Metrorider coach, 25 coach seats, boot, luggage racks, soft trim, power door, manual gearbox, tinted glass, repainted white, test Feb 98

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1977 LEOPARD SUPREME III. 53 seats, MoT 8/97 .....**£2250**

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BUSES

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1981 BEDFORD YMQ DOMINANT. 45 seats, MoT 5/97 .....**£2750**

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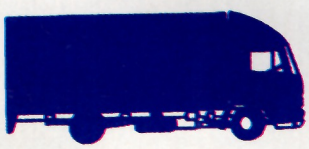

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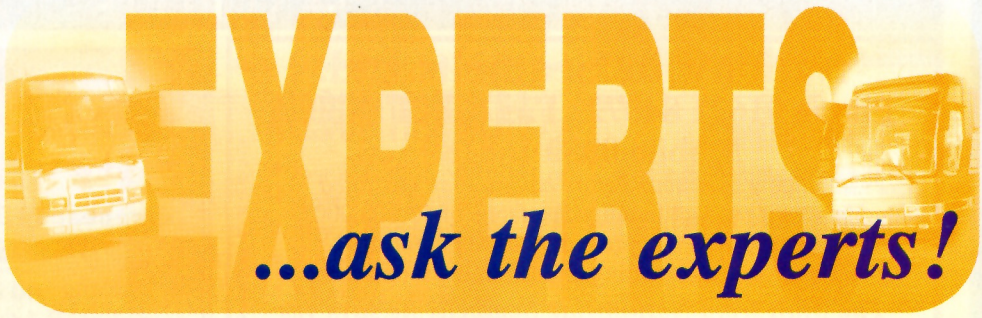

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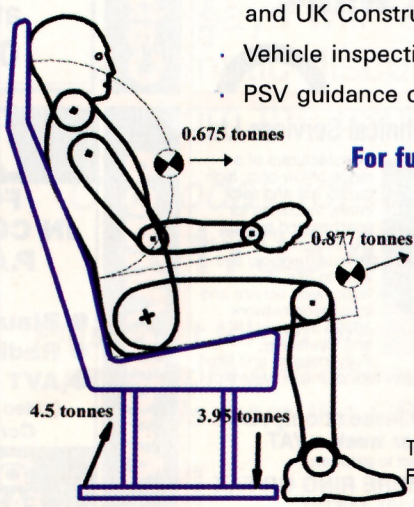

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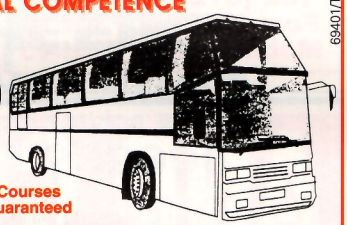

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All applications will be accepted in the strictest confidence and should be received by Monday, 30 June, 1997.

70115/APP

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70082/APP

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▼ Coach and Bus

Begg joins LRT as a non-exec

More co-operation with Edinburgh council

by Ian Martin

CITY of Edinburgh Council's high-profile transport convener **David Begg** has been named a non-executive director of Lothian Region Transport. The appointment will enable the local authority, which owns a 91 per cent stake in LRT, to co-operate even more closely with the bus operator to maximise public transport usage, he says.

Former councillors have previously filled some of the seven non-executive posts on LRT's 10-strong board, but Mr Begg becomes the first sitting councillor to take up such an appointment. Also recruited as non-executive directors are **Peter Stilwell**, chief executive of Edinburgh Chamber of Commerce, and Professor **Bill Bradshaw**, the Oxford University-based transport spokesman for the Scottish Convention of Local Authorities (COSLA).

Mr Begg has been instrumental in the 'Moving Forward' initiative launched three years ago by Lothian Regional Council. This aims to reduce car congestion in Edinburgh through a variety of pro-public transport measures, including the introduction of park-and-ride schemes and Greenways bus priority routes, as well as the creation of a multi-million pound rapid transit busway linking the west of Edinburgh to the city centre.

He wants government to allow council-owned operators like LRT to borrow money on the open market.

Chris O'Donnell: becomes deputy executive director

▼ Advertising

Adshel promotion

CHRIS O'Donnell, sales director of Adshel, is promoted to the newly-created position of deputy executive director as the bus shelter/advertising specialist expands with the opening of new premises in Dartford, doubling its former capacity

Mr O'Donnell, 33, first worked for Coventry City Council as an engineer and joined More O'Ferrall in 1988 as a graduate trainee. His latest position gives him responsibility for winning and maintaining contracts with local authorities. CBW

CBW Coach and Bus Week
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Senior/General ❑ 02
Engineering/Service Manager ❑ 03
Other(please specify) ❑ 04

2. What is your company's main business function?

Bus Operator ❑ 01
Coach Operator ❑ 05
Coach & Bus Operator ❑ 02
Local Government ❑ 03
Other (please specify) ❑ 04

3. How many vehicles does your company own/operate? (Tick all that apply)

	Buses	Coaches
1-5	❑ 01	❑ 10
6-10	❑ 02	❑ 11
11-15	❑ 03	❑ 12
16-25	❑ 04	❑ 13
26-39	❑ 05	❑ 14
40-100	❑ 06	❑ 15
101-400	❑ 07	❑ 16
401-1000	❑ 08	❑ 17
1000+	❑ 09	❑ 18

4. Do you have responsibility for the recommendation/ purchase and/or specification of the following? (Tick all that apply)

	Pur	Spec	Rec
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Breakdown	❑ 04	❑ 15	❑ 26
Insurance/Finance	❑ 05	❑ 16	❑ 27
Fuel Cards	❑ 06	❑ 17	❑ 28
Training	❑ 07	❑ 18	❑ 29
Venue/Attraction Tickets	❑ 08	❑ 19	❑ 30
Ferry Crossing	❑ 09	❑ 20	❑ 31
Hotel Bookings	❑ 10	❑ 21	❑ 32
Theatre Tickets	❑ 11	❑ 22	❑ 33
Other (please specify)			❑ 34

5. What type of work does your company undertake? (Tick all that apply)

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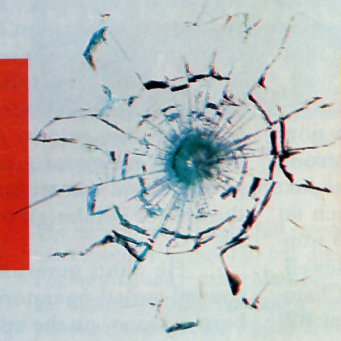
IT WON'T MAKE A H  LE IN YOUR POCKET.

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